FURNESS FOLK AND FACTS

WILLIAM WHITE.

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WILLIAM WHITE

(1826—1912).

The last Ulverston Shipbuilder.

FRONTISPIECE.

FURNESS FOLK AND FACTS

BY

WILLIAM WHITE.

KENDAL:
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PREFACE.

The substance of the following pages was contained in articles that appeared in the local press during the years 1923 to 1926, entitled *Peeps into the Past.* These were based upon my knowledge of the district resulting from a life-time's residence there, and upon notes that I have made on events and persons during that period. The articles were written as the spirit moved me and were consequently disconnected and perhaps discursive. They excited much interest, however, both at home and abroad and I had many correspondents who supplied me with additional information, in nearly every case expressing the wish to see the articles collected in permanent form; I felt pleased to find my efforts appreciated. I submitted the manuscript to Mr. H. W. Dickinson, of an old Ulverston family, who advocated revision. While I agreed with him, I felt that the task was beyond my strength. Fortunately my son, Mr. W. E. White was available and stepped into the breach with the result now seen. I cannot say how grateful I am to him for what he has done because he has met my desires so fully.

I offer my sincere thanks to the many persons—not always I fear acknowledged in the text—who have given me information and help.

In conclusion, I desire to express my deep gratitude to Mr. F. B. Pollitt of Messrs. Titus Wilson & Son, for his great consideration and help in the publication of the volume.

William White.

24 The Ellers,
Ulverston, Lancashire.

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FURNESS FOLK AND FACTS.

Chapter I.

FURNESS DESCRIBED.

Furness is the district in the north-west of Lancashire constituting a peninsula between Morecambe Bay and the Irish Sea. It is bounded on the south-east by Morecambe Bay, south-west by the sea, west by the Duddon Estuary and Cumberland, and north and north-west by Westmorland.

Describing Furness, Camden in his *Britannia*, 1586, says "the sea as if enraged at it, lashes it more furiously, and at high tides had even devoured the shore, and made three large bays; viz, Kentsand, into which the river Ken empties itself; Levensand and Duddensand, between which the land projects in such a manner that it has its name thence: Foreness and Foreland."

The Bay of Morecambe is supposed by Camden to be the first opening or estuary to the south of the Solway Firth. These are his words:—"After the shore has run a little way in a straight line from hence" (from the mouth of the river Elne in Cumberland) "it bends in a winding and crooked bay, which therefore seems to be the Moricambe that Ptolemy fixes hereabouts; such agreement there is between the nature of the place and its name; for this estuary is crooked and Moricambe signifies in British, a Crooked Sea." He further writes:—"The southern entrance of Walney Channel is defended by a fort called the Pile of Fouldrey, situate upon a rock in the middle of the water, and built by the Abbot of Furness in the first year of King Edward the third, A.D. 1327."

The Pile of Fouldrey however appears to have been built in the time of King Stephen, 1135-1152. In 1316 or soon after the Pele or Peel was rebuilt or restored by the monks of Furness Abbey.

Furness was at one time not reckoned to be in Lancashire at all. The Liberty of Furness was in 1291 a part of the County of Westmorland, as well as all Lonsdale north of the Sands.

The monks of Furness Abbey shipped the wool of their own sheep, possibly from the Duddon side, or more probably from the Pile of Fouldrey. Records of Parliament of 1423 contain a petition from the merchants of Calais complaining that the abbot (Robert) had been smuggling wool out of the kingdom without paying the custom or subsidy, mentioning a ship of 200 tons which came the last June from the "Peele de Foddry to Ernemuthe in Zeland."

The monastery of Furness Abbey was surrendered in 1537 and when the manor, etc., was granted by Charles II in 1662 to the Duke of Albemarle, and his heirs, with all rights, privileges, and jurisdictions, in as large and ample a manner as any person or persons ever held, or could, or ought to have been held or enjoyed the same; amongst these privileges granted were:—"fines, amerciaments assessed and imposed at the court leet, and court baron of the liberty, and all forfeitures of wrecks and anchorages, arising within the liberty, and a duty upon all measurable commodities coming in any ship to the Pile of Fouldrey." This was only the confirmation of much more ancient grants of privileges.

We are justified therefore in concluding that the Pile of Fouldrey was the stronghold to guard the deep water harbour and that it served the whole surrounding district.

There was then little or no coasting trade to and from Ulverston. There are no surnames prior to 1600 indicative of seafaring or allied occupations.

Two large volumes were published in 1769 entitled *England Displayed*, "the whole forming such an accurate and comprehensive account of this country, as has never yet been published, and will be equally entertaining and instructive."

The contents are given on the title page under six headings, but only two need be quoted:—

"I. A full and ample account of whatever is remarkable in every county, city, town, village, hamlet, and parish in England and Wales."

"IV. An historical account of all the forts, castles, Roman military ways, docks, harbours, creeks, bays, etc., with the particulars of their ancient and present state."

The book shows that there were at this time 27 market towns in Lancashire, viz:—Warrington, Newton, Prescot, Liverpool, Ormskirk, Wigan, Bolton, Manchester, Rochdale, Bury, Haslingden, Blackburn, Chorley, Preston, Eccleston, Kirkham, Poulton, Garstang, Lancaster, Hawkshead, Cartmel, Ulverston, Dalton, Hornby, Clitheroe, Colne, and Burnley. Though the manufacture of cotton was first practised in England in the seventeenth century, there was no spinning or weaving of cotton, or "cotton towns," in Lancashire at the time here referred to. There was, however, at Warrington the manufacture of sailcloth and sacking, chiefly done by women and girls, who earned about twopence a day.

England Displayed was written by a society of gentlemen, each of whom undertook that part for which his study and inclination most immediately qualified him, and the gentleman who prepared the portion relating to Lancashire entered the county at Warrington and travelled throughout in the following order:—Warrington, Newton, Prescot, Liverpool, Ormskirk, Wigan, Bolton, Manchester, Rochdale, Bury, Haslingden, Chorley, Preston, Eccleston, Kirkham, Poulton, Garstang, Lancaster,

and thence to Hawkshead, "situated on the west side of Winander-Meer, in a woody promontory, called Fourness in the most northern part of the county, 256 miles from London. At the south extremity of the promontory of Fourness, lies the isle of Walney. This island was formerly defended by a castle called Peele, or Pile castle and sometimes the Pile of Fuldrey."

"In 1127 Stephen, afterwards king of England, founded an Abbey at Fourness, in a village called Bekangesgill. Continuing our tour we come to Cartmel. It stands on a point of land between two bays of the sea, one formed by the estuary of the river Ken, from Westmoreland, and the other by the conflux of several small rivers from Westmoreland and Cumberland. The conflux of these rivers have thrown up three sands, one called Kenesand, another Duddon Sand, and the third Leven Sand. There is a guide on horseback appointed to each sand, and each of these three guides has a salary paid him by the Government. Ulverston the next town through which we pass is situated on the west side of the large bay that runs up through this county; remarkable only for a weekly market on Thursday and two annual fairs. Dalton, 200 miles from London, is likewise remarkable for nothing but a weekly market on Saturday, and two annual fairs. At Cockersand, near Dalton, there was first an hermitage, and then a hospital subordinate to the Abbey of Leicester. We next come to Hornby on the river Lon. It contains nothing worthy of notice but the remains of an ancient castle. From hence we come to Clithero, and continue our journey to Coln, and complete the tour at Burnley, 153 miles from London."

It seems somewhat strange, especially in view of heading IV already quoted, that these volumes should contain no allusion to the iron ore or shipping of our particular district.

Under Lancashire is given a very detailed account of

PILE OF FOULDREY CASTLE, 1832.
From Baines' *History of Lancashire*, 1836.

TO FACE P. 4.

that wonderful construction, known as the Duke of Bridgewater's navigation, in course of which is the following:—

"Several parts of the country in the neighbourhood of the canal, yield great quantities of that sort of iron-ore commonly called iron-stone, proper for making cold-short iron; and which, when mixed with the red-ore from Cumberland, makes the best kind of tough, or merchant iron. The iron-stone of this country is likewise sometimes necessary for working the ore in the north, that even the great expense of land-carriage hath not prevented large quantities of it from being conveyed that way to the river Weaver, to be shipped for Cumberland; and the ore from the north has been brought into this country under the like inconveniences. It seems, therefore, highly probable that the intended canal will occasion the sending of much greater quantities of iron-stone into the north, and the receiving more red mine back in return; and thereby greatly increase the intercourse between these two parts of the kingdom to their mutual advantage."

Evidently land carriage at this time was four times the cost of water carriage. Manufactured salt was carried on horseback from Cheshire to almost all parts of Staffordshire, Derbyshire, Leicestershire, Nottinghamshire, Yorkshire, and Lincolnshire.

The *Encyclopædia Britannica*, 3rd edition, 1797, states that in the mountainous parts of Furness are found "quarries of a fine durable blue slate to cover buildings which is made use of in many other parts of the kingdom. Here are several cotton mills recently erected; and if fuel for fire were more plentiful the trade of this country would much increase. . . . . High Furness . . . . produces charcoal for melting iron-ore, and oak-bark for tanners, etc., in great abundance. . . . . The lower plain part of Furness . . . . produces all sorts of grain, but principally

oats, whereof the bread eaten in this country is generally made, and there are found here veins of a very rich iron-ore, which is not only melted and wrought here but great quantities are exported to other parts to mix with poorer ores."

At the dissolution of Furness Abbey, in the reign of Henry VIII, there were only two towns of any considerable importance in Furness, viz:—Dalton and Ulverston. The monks of Furness Abbey—more farmers than monks—frequented the fairs, and shipped their own wool as previously stated. With the dissolution, Ulverston began to oust its rival, Dalton. Amongst other activities, the coasting trade which then commenced, prospered considerably. It had its port and harbour, and in 1793 all roads, and they were very winding, led to the Leven Estuary or channel. The following are entries of frequent occurrence in the Church Registers; "ship carpenter," "roper," "sailmaker," "mariner," "captain," "shipbuilder."

Ulverston is an ancient market town. Edward I, in the eighth year of his reign, granted a charter to the town for a weekly market and annual fair. The benefit derived from this grant was inconsiderable as long as Furness Abbey was inhabited by the monks, as the great market of the district was Dalton owing to its contiguity and connection with the Abbey.

Ulverston in 1804, was said to be a fair repetition of it in 1750 or 180 years gone by. Bryer's Smithy was literally the "Town End," although Princes-street had been begun. One of the principal inns, at which the coaches stopped, was in Rattan Row, or, as it is now called, Quebec-street.

The fatal visitation of the plague, in the year 1631, extended to Ulverston, and very much reduced the population of the town and district. The population in 1801 was 2937, in 1811 was 3378, in 1821 it was 4315,

in 1831 it numbered 4876, in 1841 it had reached 5352, and 1921 about 10,000. The annual value of Ulverston property in 1815 was £11,703, and the parochial rates in 1838 were £1,575 15s.

Ulverston 125 years ago was the centre for the whole Furness and Cartmel district, where considerable trade was done on market days. It was a town of "open becks." Carts or other conveyances had in many parts of the town to cross open streams. The ground between Soapery Bridge and Union-street was chiefly open, with gardens and orchards to some of the houses in King-street. It was necessary to cross the Town Beck at the north end of King-street, and the stream at the other end of this street was entirely open from The Gill until it reached the Town Beck at Soapery Bridge.

Cavendish-street was partly built, and Rack Alley, the narrow passage still in existence at the back of the houses in Benson-street, was a rope-walk. The portion of ground now occupied by the Town Hall and the whole of Benson-street formed a garden and orchard. Sunderland-terrace was still fields and gardens.

In December, 1796, the Ulverston Canal was completed according to the Act of Parliament which directed it to be made of a depth of 15 feet, a width of 30 feet at the bottom, and 66 feet at the top, with sufficient breadth for towing paths, ways, and other purposes. The entire length of the canal is one mile and a third. The breadth of the upper basin is 64 yards, and it is 100 yards long; the lower basin is 50 yards long and 81 yards broad. One of the contractors employed in cutting the canal was Edward Banks, the labourer who became a knight.

An illustrated itinerary of 1842, in describing Ulverston, says, "The buildings, exclusive of bye-streets are arranged in four main lines, called Market Street, Queen Street, Duke Street and King Street. There is a considerable coasting trade carried on by the Canal from the Sea."

There is now no Duke Street in Ulverston. We find however, Hart Street and coming out of town by the Victoria Grammar School and passing Ford Park, we come to Sunderland Terrace, every house of which at one time was occupied by sea-captains, sea-faring men, or officials connected with the Canal or Port of Ulverston. This Hart Street—Sunderland Terrace is the New or Newer Road,—the old road, or "Ahld Road" as the oldest folks say, being by Rattan Row, and Quay Street. Both roads lead from the town to the Canal. Sunderland Terrace is named after the Sunderland family of Swarthdale.

The first sod of the Ulverston Canal was cut Sept. 4th, 1793, and all Ulverston, wild with joy, went in procession headed by two fiddles and a bag-pipe to see the sod cut by Col. T. Sunderland, most probably opposite to or near Rame Farm. The name Sunderland, revered in Ulverston, is recorded on the stone tablets within the Ulverston Monument. The Misses Sunderland were capable and greatly beloved Sunday School teachers.

There are few alterations along Hart Street and Sunderland Terrace except the handsome building the Victoria Grammar School opened by Sir John Hibbert on September 18th, 1901. The estimated cost of this building was £9,000 and the School has gained a real reputation. But what a transformation there has been opposite this building! When the foundation stone of the Cottage Hospital was laid in 1875, it was surrounded by gardens—now the ground is all covered with streets of houses—Clarence Street, Ainslie Street, Casson Street, and others.

Ulverston is the birthplace of the late Sir John Barrow, Bart., to whose memory the Monument in the form of a lighthouse is erected on Hoad. The foundation stone was laid on May 15th, 1850. Sir John Barrow, Bart., was Secretary to the Admiralty for forty years, a great promoter of Arctic discovery, and the chief founder of the

Royal Geographical Society. He was the author of a number of books of travel, histories of Arctic exploration and the lives of Macartney, Howe, Anson, etc. Anyone may visit the cottage at Dragley Beck, Ulverston, where he was born. There is also a tablet to his memory on the wall of the south aisle of the Parish Church of St. Mary.

One who knew Ulverston well about the period 1840 to 1850 states that sanitation was a word unknown, and epidemics of typhus fever, measles, smallpox, whooping cough, scarlatina, etc., came as regularly as the seasons. Looking at the amount of garbage and filth in the open channels and on the highways, the wonder was that illnesses were not more frequent. The inhabitants were dependant for their water supply chiefly upon wells, rain water stored in barrels, and the town's beck. The carrying of water in those days was no light task. The highways were difficult of locomotion. Rough, sharp stones had to be trodden down—a very slow process, and owing to the carting of iron-ore from the mines to the canal, the streets were ankle-deep in red mud. The bread-winners worked from daylight to dark. Labourers' wages were 15s. a week in summer, 14s. in winter; artisans, 18s. to 21s. Newspapers and periodicals were unknown to the generality of the inhabitants.

Adjoining Ulverston is the parish of Egton-cum-Newland, which includes Greenodd, Penny Bridge, Sparkbridge, and Arrad Foot. It runs to Woodend at Plumpton, to Lane Head and also to Broughton Beck (but does not include it). The Leven Estuary is its boundary.

Probably the following will interest our readers:—

"A notice to perambulate the boundaries of a Manor.—Notice is hereby given, That the Commissioners named in the Act of Parliament made and passed in the 42nd year of the Reign of King George III for dividing, allotting,

inclosing and appropriating the Commons, Waste Ground and Mosses within the Manor or Township of Egton-with-Newland in the Parish of Ulverston in the County Palatine of Lancaster, intend to perambulate, ascertain, set out and determine the boundaries of the said manor or township of Egton-with-Newland on Monday and Tuesday, the twenty-eighth and twenty-ninth days of June instant; and for that purpose they mean to set out from Plumpton on Monday the said twenty-eighth at nine o'clock in the forenoon, and from there across the mosses to Newland, and forwards to Broughton Beck the same day, and on Tuesday, the day following, they mean to set out from Broughton Beck at 10 o'clock in the forenoon and proceed by Nettleslack and over the Common to Sparkbridge where the said Manor or Township is bounded on the East by the River Crake. 2nd June, 1802. Thos. Goad, Wm. Kirkby, Jas. Redhead."

In Canon Raine's notes to Bishop Gastrell's *Notitia Cestriensis*, Newland Chapel is mentioned as existing in 1577. Canon Townley avers, that as far as known, this is the only extant notice of Newland Chapel. It was probably an Oratory erected in connection with Conishead Priory, or the great Abbey of Furness, and probably fell into decay after the dissolution of the monasteries.

During the winter of 1928, all the land from the railway line up to Newland, and on under Arrad, past Greenhills and Pheasant Field, was under water, owing to the heavy rains and tides. How did all the water get away from this part 130 or 140 years ago? The Newland Beck (Beckasikes) would be there, and bring all the water down from Mansriggs and Broughton Beck district, but how did it get away? We can only suppose that the whole district round Newland and for miles across must have been a marsh or swamp.

Local history records that from Greenodd to Saltcoates,

and beyond, was an open common, and that Plumpton was practically cut off from the mainland by a long stretch of moss, called Ulverston Common, which according to a survey made in 1767 extended from Greenodd Sands to the Lund and Outcast.

When the Ulverston Canal was opened some of this water would be directed into it and enter by the Feeder.

Up to about 60 years ago the scholars at the old Penny Bridge School were taught that the name Penny Bridge was derived from the charge of a penny being made to cross the bridge. It is more likely that it was derived from the Penny family name. The Egton-cum-Newland Church, at Penny Bridge, built and endowed by William Penny of Penny Bridge, was consecrated in the year 1791. Mr. Penny, the founder, died before the completion of the good work, and his son-in-law, John Machell, carried his intentions into effect, and was one of the first church or chapel-wardens.

James Penna was a witness to the grant from William Fynes to the monastery at Missenden. The family name was communicated to the place about the beginning of the 17th century. The common ancestor of this family from whom a regular descent can be traced was Richard Penny, of Lonning End in Lowick. In 1572 he was the Queen's tenant for Crakeside Moss in Lowick, and about 1587 removed to the old ford of Crake, which foot passengers crossed by stepping stones, and not long afterwards a bridge was erected at the old ford, which was for some time indifferently called Crake Bridge or Penny Bridge. On the death of Richard, his son James removed from Crakeside to the old ford of Crake.

There is some doubt and speculation as to the exact date of the bridge. A. P. Brydson, Esq., in *Two Lakeland Townships* gives 1587 as the date. It has been widened twice.

The following story is taken from *The Old Church*

Clock, by Canon Parkinson. It tells of the vicar of Seathwaite taking his young confirmees to Ulverston.—"We were a sober and steady young party, attended by our parents, and one or two godfathers and godmothers who knew their duty; and the mirth which generally attends such meetings of youth of both sexes was sobered down into quiet and decorous conversation. All except Tom; who generally dull and stupid enough, seemed excited into a kind of perverse and ungainly liveliness, which increased to boisterous folly with every rebuke from those older than himself."

"At length we arrived at Penny-Bridge, where the stream was then crossed not by a bridge, but by what are there called "hipping stones," large blocks of rocks placed at intervals, so that the passenger had to skip from one to another in order to cross the water."

"Tom challenged his companions to go over on one leg—a feat which many there could have performed, had they not one and all felt themselves restrained from such a childish frolic by the solemnity of the occasion."

"Now it is a strange trait in human nature that the very feeling which holds back the really brave, seems to give a momentary courage to the coward; and Tom undertook to perform that day what nobody would give him credit for ever thinking of at any other day in the year. But the fate of all such rash adventurers—and which everyone hoped rather than expected—on this occasion befell Tom Hebbelthwaite, Just when he came to the largest stone, and the deepest hole in the river, Tom's courage and foot gave way together, and down he soused over head and ears into the water, nothing being seen of him, for the moment, but his hat, which, being the lightest part about him (it was a new one for the occasion), refused to sink with the rest of his body, and soon commenced a voyage towards Peel Castle and the Pile of

Fouldrey—a voyage which nobody present seemed inclined to interrupt."

"Tom himself, however, was kindly fished out of an element which seemed to have been of service neither to his body nor to his mind; for without staying to thank his deliverers, he immediately commenced a rapid retreat homewards, and, I dare say remains unconfirmed (except in sullenness and obstinate temper) to the present hour."

Chapter II.

FURNESS SHIPPING.

In 1701 there belonged to English ports (chiefly London, Bristol, and Yarmouth), 3,281 vessels, estimated to measure 261,222 tons, and carrying 27,196 men. The shipping is supposed to have doubled between 1701 and 1760, after which its increase became extraordinary, as shown below:—

British Shipping.

Year.	Vessels.	Tonnage.
1701	3,281	261,222
1801	—	1,855,879
1831	24,242	2,581,964
1841	30,052	3,512,480
1851	34,244	4,332,085

In no direction has the progress of Great Britain been more marked than in that of her shipping and lines of communication with every part of the world.

According to an official return for 1737, there anchored within the Liberty of Furness 231 ships. Of these the places of anchorage and number of ships were:—Haver-

thwaite 1, Pool Foot 2, Penny Bridge 8, Greenodd 20, Barrow End 1, Treadley 3, Plumpton 5, Moss Nook 1, (i.e. a total of 42 ships on the Greenodd side of Tridley Bridge), Hammerside Hill 13, Saltcoats 1, Conishead 11, Wadhead 9, Beanwell 5, Cartmel Wharfs 1, in the Bay 1, Furness Channel 1, Furness side of Channel 1, Bite 16, Saddy Bite 2, Fishing Scarrs 2, Fowley 1, Fowley Bed 1, Haws End 4, Fowdrey Stone 1, Pile Fowdrey 1, Pile (Piel) Castle 16, Pile Channel 9, Old Garth 17, Barrow 18, Barrow Channel 2, Pallace Nook 19, Northscale 3, Roanhead 1, Ireleth Marsh 17, Kirkby Pool 1, Angerton 12, Angerton Yeat 1, Duddon Sands 1, Duddon 1.

During the 18th Century there was no finer or busier scene than the estuary of the Leven—from Beanwell below Baycliff to Greenodd, and to Low Wood, on both sides of the river. Imagine minerals and merchandise worth £150,000 to £200,000 a year, seeking an outlet from Greenodd quays. The names of some of the vessels at the time are particularly interesting, and include:—"Hollow Oak," "Backbarrow," "Leven," "Kent," Bardsea," "July Flowertree," "Spark," "Penny Bridge," "Newland," "Tytup," "Low Wood," etc.

Greenodd quay was built by the Newland Iron Co., in 1781. The line of quays stretched from the Crake Bridge to the present Furness Railway Warehouse, at the Ulverston side of Greenodd Station. Portions of the quays are yet named—Low Quay, Winder Quay, Balcarres Quay, Roper Quay, and Fell's Quay, large parts of which still stand.

In January, 1809, the following notice appeared:—

"SALE OF A QUAY."

John Wilkinson, of Pennybridge, Gentleman, having exposed in public sale his quay and possessions at Greenodd containing in length along the East side of the Road leading from Ulverston to Pennybridge, one hundred and thirty yards, or thereabouts, to enter on

the same at May Day next, and to be paid for on the 14th Day of February next, and the sum of £114 of lawful British Money, having been bid by Jeremiah Clark, of Pennybridge, aforesaid, Inn-keeper, he is hereby declared the purchaser thereof at the Sum, and both parties agree to the same as witness their Hands this 2nd day of January, 1809—John Wilkinson, Jeremiah Clark."

A very reliable person, who commenced to serve his time as a joiner at Greenodd in 1848, stated that he had seen 50 flats, sloops and other craft, at anchor at Greenodd, at one time.

The shipping continued at Greenodd a little after 1868, when the Furness Railway Branch Line was opened from Ulverston to Lakeside. The powder magazine—a store for gunpowder—is still standing near the Frith, and there is the stake to which the old "Low Wood" was moored when loaded with this explosive. The employers in those days appear to have looked on their employees as part of their own great family. Not only did they find them employment for life, but also planned for their happiness and enjoyment. On one occasion the Low-wood Gunpowder Company took the whole of their work-people for a day's trip in the good old "Low Wood," which glided gaily past Greenodd, Tridley, Hammerside Hill, and away to the open sea at Piel. But, alas, it was a lumpy sea, and every one on board suffered badly from *mal-de-mer*; and when they reached home again, with large baskets of food untouched, they vowed never to go with that captain on the briny again in the good ship "Low Wood."

An historic warehouse still stands at Low Quay, 300 yards below the Railway Station, almost without alteration as it did for forty years or more before there was a railway at Greenodd. There are still portions of the old shoot down which the copper ore from Coniston

was shot into this warehouse ready for shipment. Persons still living have seen the work in progress and the ships loading and unloading. Here many thousands of pounds worth of goods of a very varied sort were stored, shipped or discharged, including coal for the whole district as far as Coniston and Hawkshead, whither all coal was carted from the seaport of Greenodd. A view of the quay is given on the opposite page.

There are several people still living in the Greenodd neighbourhood who can remember a cottage, or rather a beerhouse, which stood near where the first signal post at present stands at the north side of Greenodd railway station. As a beerhouse, it was kept by Jane Falla; later it was used as a toolshed by the workmen on the line. When Greenodd was a busy little port, a flat laden with coal, coming in towards evening with full sails set, ran its bowsprit through the window of this house. This will give some indication of the line of quays.

Our illustration on page 49 of Greenodd in the year 1850, shows a ship lying just opposite the Water Trough, on the Greenodd Road, near what is now the railway station. The view shows the Crake Bridge, Leckbarrow Point, and what is called still the New Road. This turnpike road from Levens Bridge to Greenodd was completed in 1820, and facilities of communication between Lonsdale North of the Sands, and other parts of the country were thereby materially improved. The distance from Lancaster to Ulverston, Over the Sands, was about 20 miles; from Lancaster to Ulverston, by Kendal, 40 miles; but by this new road it was shortened to 34 miles.

A resident of Ulverston, now a septuagenarian, served his apprenticeship as a joiner at Greenodd, at a shop where there is now a bank. He resided thirty years at Penny Bridge, and gives an account of Greenodd

LOW QUAY, GREENODD,
where copper from Coniston was stored ready for shipment to South Wales. From a picture by J. Butcher, Ulverston.

60 years ago. Beginning at Low Quay, the shore sloped down to a channel, and was divided from the main road by a low wall. Falla's Cottage stood a little north of the present railway station, and half-way between this and Balcarres' Quay was a stone-built hut, occupied by Jack Robinson who had a boat and ferried persons across the channel for a penny each. In his spare time, Jack used to do tailoring for the shops in Ulverston. A little nearer to Greenodd there was a house for storing copper ore which had been carted from Coniston, and was ready to be loaded when the flats came up. The sloops and schooners,—"flats," as they were locally called—came every spring tide, and their cargoes were chiefly coal, flour, guano, etc., for the farmers and shopkeepers. The Top Yard was worked by Mr. J. B. Fell as a sawmill, the timber was made into rafts at Barrow and piloted up the channel by two men with long poles. The cargoes from Greenodd were propwood, hoops, copper-ore, slates, and bundles of "widdies" (i.e., straight-grown shoots of hazel, used to make rough baskets for the coal mines).

The lime kiln at Greenodd was in full work, the stone being quarried at Skelwith Rocks, and brought across on a pontoon. There was also a nailmaker's smithy opposite the present Police Station, but machine-made nails caused this industry to die out.

The building of the viaduct and construction of the Lakeside Branch Railway (1868) seriously affected "the legitimate traffic." Greenodd no longer a seaport is now a pretty and quiet little seaside village.

On Friday, November 5th, 1847, there were sold by auction several lots of property in Greenodd, including what is now the inn known as "The Machell's Arms." The sale was held at the Race Horse Inn, Arrad Foot. At the end of the advertisement it is stated—"The above property, from its central situation in the rapidly improving Port of Greenodd, possesses a present and pros-

pective value, well deserving the attention of the Capitalist or Merchant. The projected Furness Extension Railway will pass within a short distance of it."

If the reader were to stand on the beautiful shore at Bardsea, and look back in imagination fourscore years or less, he would see ships coming and going in large numbers; many with cargoes of coal for Greenodd, whence it was carted to all the surrounding neighbourhoods and even as far afield as Coniston. Other vessels carried sulphur and nitre required in making gunpowder at Low Wood, or Blackbeck. Many had general cargoes to the Ulverston Canal for the grocers, flour dealers, drysalters and tradesmen of that town. Some of the outgoing ships carried copper-ore from Coniston, which had been loaded either at Canal Head, or at Red Lane, Bardsea, to be taken to Merthyr Tydvil or Aberdare for smelting. Numerous schooners laden with iron-ore and other ships carrying hides or tanned leather from the tanpits at Greenodd, Penny Bridge, Lowick, Ulverston and other villages around would be seen. There would be cargoes of hoops and grummets made at Greenodd, slates from Coniston and Gawthwaite, as well as other local products.

Bardsea, where the reader would be standing, was, at a time not far distant, the landing place of passengers from the Isle of Man boats and from "furrin parts" before the Brogdens constructed the railway across the Sands by means of the Tridley Viaduct. Many of the inhabitants of this now pretty fishing village were seafaring men, as the directories prove—the schoolmaster himself being a retired sea-captain and teaching navigation and observation there.

From a diary dated Douglas, Isle of Man, January 29th, 1789, we read:—"The last night was tremendously stormy; almost beyond remembrance. This morning is pretty bright and clear, very cold too, but no appearance

of frost. Two big brigs from Ulverston, laden with pig-iron for Chepstow, luckily got within the bay soon after the furious blowing came on, and got safe into the harbour by the first of the morning's tide." Two days later it records:—" The Ulverston brigs still remain in the harbour, to be sheltered from the present stormy weather."

Ulverston shipping centres chiefly around the Ulverston Canal running between the town and Morecambe Bay. The first sod was cut June 1st, 1793, and it was opened in December, 1796. It is said to have been at the time the shortest, broadest and deepest in England. It proved a powerful stimulus to the commerce of the place, seeing that it was capable of affording navigation to vessels of about 350 tons burden, and having two capacious basins, with wharves, etc., at the edge of the water.

Ulverston had at that time a considerable coasting trade, exporting iron and copper-ore, coppice wood, hoops, slates, and gunpowder. Thomas West, historian of Furness and the Lakes, who was born at Ulverston, and died in 1779, says that " in 1774 there were seventy ships belonging to Ulverston." It may as well be made clear at the outset that although we shall for convenience allude to Ulverston as a port, it never was such for Customs purposes, but was merely a Creek within the limits of the port of Lancaster. Up to 1802 Ulverston was in charge of a " Patent Customer," with a deputy, and on the abolition of this title, he took that of " Principal Coast Officer." His duties were transferred to Barrow on November 24th, 1862.

When the Canal was opened a great number of persons assembled at Canal Foot. The first vessel which entered, gaily decked with her colours was the brig " Sally," a London trader. She was followed by the brig " Valentine," another London trader; a third brig, whose name

has not been recorded, and the sloop "Content," laden with coals. This latter had no sails hoisted, the enthusiastic crowd being only too eager to lay hold of the ropes and have the honour of dragging up the vessel. The last to enter was not *content* with following in the wake of the brigs, for the land-lubbers finding this small craft easier to drag than a large brig of 200 to 300 tons burthen passed them all, and thus, the "Content," was first to be moored at the upper basin. Whether the commanders of the brigs felt their dignity compromised by the ruse on the part of the "Content" history telleth not, but in spite of pretty "Sally" and "Valentine" and the *Great Unknown*, "Content" first entered the water of the basin, and in the end, the rest were all good humouredly *content* to follow in the wake of the sloop.

In 1797, the old warehouse and canal office were built, and the first slate wharf and coal wharf were let. In 1798, the first iron-ore floor at Cowpark (Lower Yard) was let to Mr. T. Sunderland, who was then engaged in mining operations. In 1799, an iron-ore floor was let to the Newland Company. In 1815, the pier was erected at Canal Foot from a plan by a townsman, Mr. James Butcher, wine and spirit merchant, and in 1829, the new warehouse was built. In 1835, copper-ore began to be stored in a yard at the Canal, and it was exported in large quantities, about 2,000 tons yearly. In 1838, the Ulverston Mining Company took an iron floor. In 1841, Mr. G. Huddleston, and also Messrs. Davis and Company took a floor for exporting iron-ore.

In 1825, Mr. Butcher drew out a plan, which was approved by the Ulverston Canal Co., to make a weir from Parkhead to a point equidistant almost from and in a line with the Black Scars and pier heads, on the extremity of which he proposed to erect a lighthouse. In 1847-48, a weir was made from Kepshead to the Black Scars. It is worthy of being recorded (says a writer in

1852) that never in the history of embanking, was a weir of such magnitude and stability, completed at such a trifling cost. Nothing but the most determined perseverance of the contractor, Mr. Collins, could have accomplished it.

In the year 1798, ninety-four vessels of a tonnage of 4,704, entered the canal. In the years between 1802 and 1814 (both inclusive) the average number of vessels each year was 132, and the tonnage 6,000. In the year including June, 1821, we find a marked increase, the number of vessels being 259, and the tonnage 12,960. In 1821, the Canal was leased to other parties, and no record was kept by the Canal Company, and no books of this period have been found.

In a publication issued just before 1800, kindly lent to the writer of the present volume by Mr. Gabbatt, Librarian of the Barrow Library, there is a description of Ulverston. It is stated that "A new playhouse has lately been built, also a canal cut. The church stands in a field, a small distance from the town."

"The following trading vessels sail from this port. To Liverpool:—Dove, John Dixon, captain; Friendship, James Atkinson; Jane, Robert Slater; Foxhall, John Collinson. To various parts:—Anna, Joseph Benson, captain; Bee, Henry Parker; Benson, Wm. Towers; Betsey, Henry Neale; Content, James Barrow; Ellen, Richard Briggs; Fancy, Wm. Gardner; George, Robt. Allen; Good Intent, Edward Bonhall; Hollow Oak, John Holme; Hollow Oak, Thos. Machel; James, John Wilson; June, Joseph Ridley; Liberty, Edward Ashburner; Liberty, Wm. Brockbank; Michael, John Towers; Molly and Sally, Thomas Wilson; Nancy, John Wharton; Penny Brig, Thos. Clark; Pomona, John Webster; Tom, James Bowstead; Valentine, John Woodburn; William, James Barrow; William, Wm. Newby; Young

William, John Davis. Boatmen:—Thomas Rawlinson, Wm. Thexton, Wm. Ashburner, John Ashburner."

Many years before the first newspaper was printed in Ulverston, the shipping of the port was elsewhere recorded. The *Westmorland Advertiser and Kendal Chronicle*, Vol. III., No. 97, dated Saturday, May 1st, 1813, gives:—Port Ulverston. Entered:—New Liberty, ——ritson; Mary, Storey; Liverpool. Ellen, M——. Cleared.—Glory, ———, Preston, Nancy, Wills; Cardiff, ——, John, Clare. ———, Tryall, Bell; Jane, Maxwell; William, ———, Dumfries; ———, Friendship, Pavel; Alice, Hayes; ———, Nicholas. The portion of this paper from which this is copied is falling to pieces by age.

The following is a return of the period 1820-24:—

Number and tonnage of vessels which have entered and cleared outwards *with cargoes* at the Custom House, Ulverston:—

	Inwards.		Outwards.	
Jan. 5. Jan. 5.	Vessels.	Tons.	Vessels.	Tons.
1820 to 1821	443	24,977	605	34,585
1821 ,, 1822	389	21,573	620	32,216
1822 ,, 1823	386	21,603	539	28,125
1823 ,, 1824	382	21,223	576	30,316

A directory of 1825 says, "The improvements in the trade and appearance of the town within the last 50 years has been very striking."

The following is an official list of the total number of ships entered and cleared with cargoes from and to Ireland and foreign parts at the Ports of Ulverston and Lancaster. When the table was compiled the accounts for 1823 had not been received from the ports. The foreign trade of Ulverston was very circumscribed, as may be seen from the list. The principal trade and commerce here is in iron-ore, pig and bar iron, limestone, blue slate, hoops and grain.

INWARDS.

Year.	Ports.	Ships.	Tons.	Men.
1814 ..	Lancaster	27	4,177	221
	Ulverston	8	665	34
1815 ..	Lancaster, including Ulverston	38	5,947	308
1816 ..	Lancaster	30	4,882	247
	Ulverston	12	920	49
1817 ..	Lancaster	38	4,813	241
	Ulverston	11	690	40
1818 ..	Lancaster	51	7,210	387
	Ulverston	7	522	29
1819 ..	Lancaster	45	5,829	319
	Ulverston	15	1,047	52
1820 ..	Lancaster, including Ulverston	53	5,558	313
1821 ..	Lancaster, including Ulverston	57	5,798	327
1822 ..	Lancaster, including Ulverston	55	6,236	353

OUTWARDS.

Year.	Ports.	Ships.	Tons.	Men.
1814 ..	Lancaster	26	3,350	192
	Ulverston	14	513	30
1815 ..	Lancaster, including Ulverston	28	1,887	117
1816 ..	Lancaster	11	1,182	68
	Ulverston	6	227	14
1817 ..	Lancaster	12	1,474	85
	Ulverston	6	189	13
1818 ..	Lancaster	19	2,099	109
	Ulverston		No Return.	
1819 ..	Lancaster	12	1,485	83
	Ulverston	6	198	16
1820 ..	Lancaster, including Ulverston	18	1,254	75
1821 ..	Lancaster, including Ulverston	18	990	52
1822 ..	Lancaster, including Ulverston	16	1,287	76

In 1825, there were between 30 and 40 vessels belonging to the "Creek of Ulverston" which conveyed goods (according to freight) to all ports of the United Kingdom.

In 1828, there were shipped at Ulverston about 20,000 tons of iron-ore and 10,000 tons of slate, besides large quantities of pig and bar iron, hoops, bobbins, brush sticks, charcoal, grain, malt, etc. Shipbuilders were Thomas Leece (repairs), Hammerside Hill, and George Shaw, Petty and Co.

There were the following regular traders in 1829:—From the canal basin—three vessels, "Hope," "Marian," and "Friends," regularly to London; six vessels, "Eclipse," "Despatch," "Henry," "Ant," "Fame," and "Mary," regularly to Liverpool; three vessels, "Isabella," "Jane," and "William," in the Scottish trade, and several vessels belonging to Preston.

The number and tonnage of vessels which entered inwards, and cleared outwards with cargoes during the year ending January, 1829, were:—

	Vessels.	Tons.
Inwards	368	20,386
Outwards	695	37,431
Total ..	1,063	57,817

At this time George Wilson, Canal Head, was a ship's biscuit baker, and there were rope and twine makers and sail makers in Ulverston.

In June, 1828, on the expiration of the lease, the proprietors took the Canal into their own hands, and from that date to June, 1849, the following are the figures:—

Year.	No. of Vessels.	Tonnage.
1828	240	15,600
1829	432	28,080
1830	448	29,120
1831	464	30,160
1832	448	29,120
1833	432	28,080
1834	464	30,160
1835	432	28,080
1836	512	33,280
1837	576	37,440
1838	672	43,680
1839	640	41,600
1840	560	36,400

Year.	No. of Vessels.	Tonnage.
1841	656	42,640
1842	528	34,320
1843	544	35,360
1844	688	47,720
1845	912	59,280
1846	944	61,360
1847	688	44,720
1848	368	23,920
1849 to June ..	388	25,220

From 1847 records of Ulverston shipping appeared in *Soulby's Monthly Advertiser and General Intelligencer*. This journal consisted of four pages, one of which was entirely occupied by railway and coaching time tables, times of ship sailings and Ulverston shipping list. It is recorded that sixteen ships sailed from Ulverston on October 30th, 1847, one for Southport, six for Preston, one for Ellesmere, six for Barrow, one for Runcorn, and one for Glasgow.

The following advertisement is taken from Soulby's *Ulverston Advertiser*, of November, 1847:—"The Ulverston and Liverpool Traders. The schooner Hope, Henry Tyson, master; the sloop Tom, Richard Storey, master; the sloop Delight, Edward Kendal, master; ply constantly between Canning Dock, Liverpool, and Ulverston. Apply to Petty and Postlethwaite, Ulverston, or James Roper, 20, Dale-street, Liverpool."

"London Traders:—Schooner Isabella, J. Newby, master; schooner Eliza, William Richards, master; schooner Olivia, William Theobald, master. One of the above vessels leaves Griffin Wharf, London, on the first day of each month for Preston, Lancaster, Kendal and Ulverston."

It appears from a statement of accounts of the Ulverston Canal Company, published in 1849, "that the amount

of expenses of the embankment from Parkhead to Black Scars for the purpose of bringing the channel from the Cartmel side to Canal Foot, has been £1,657 18s. 2d. Although this forms a serious item, yet, upon the whole, the prospects are cheering, particularly if an extension of the embankment should be allowed by the Admiralty. At the time the embankment was commenced, the channel was upwards of a mile from the Canal Foot, and the trade was nearly closed. By means of the embankment, the channel has been brought to within a distance of 60 yards from the Canal Foot, which has had the effect of opening the navigation and increasing the tolls. It is therefore very desirable that a future extension of the embankment should be made for the purpose of securing the channel permanently on the Ulverston side."

When the Ulverston Canal was opened in 1796, there were only two basins,—one at Canal Head, where the Content was first to moor, and one at Canal Foot, where the Lock Gates are. The New Basin between the Railway Bridges and the Paper Mill had to be made by the Railway Company, when the Brogdens had the bridges built across about 1857. This is the one where the chief business was done up to 1916, and within the memory of any one now living.

It makes one sad to record that not a single ship has entered the Ulverston Canal, since 1916, whereas, from 1860 onward, the ships were moored two and even three deep in the New Basin; for by the Act of God, the actions of nature, or through man's error in wrongly erecting piers and barriers, the channel to this canal has been silted up, and the beautiful straight waterway, $1\frac{1}{3}$ miles in length, seems likely to become a weedy pool. We trust, however, it may come into its own again, and be a boon and blessing to the locality. If, unfortunately, this cannot be, then Mr. Henry Topham, a gentleman who has spent by far the greater part of an uncommonly

active life in the town of his adoption will be one of the last of those persevering townsmen who have strenuously endeavoured to maintain and continue the activities of the dear old Ulverston Canal.

The Ulverston Mirror, which started April 14th, 1860, published Ulverston Shipping to May 19th, 1860, but not afterwards. It began then to give arrivals and departures from Barrow. On December 22nd, 1862, the following notice appeared:—" Notice.—The Custom House business having removed to Barrow, William Sandbach, Market Street, Ulverston, continues to enter, and clear out vessels, also to receive dues for the Walney Light."

In May, 1863, a deputation on the subject of the Ulverston Navigation had an interview with the Right Hon. T. Gibson, at the offices of the Board of Trade. The deputation consisted of the Duke of Devonshire, Lord Frederick Cavendish, Mr. Ramsden and Mr. McLean.

Although the Custom House business was not removed from Ulverston to Barrow until 1862, yet a History of Lancashire published in 1835, mentions Barrow as the principal port of Furness, though its shipping accommodation was of the most meagre description, consisting of two wooden jetties, ten or a dozen cottages, and two public houses, one being the Ship Inn. Is it not marvellous that from this small beginning, Barrow should rise to become so important a shipbuilding centre? Indeed in ten years, 1861-1871, it made a sixfold increase in population, a proportion rarely attained by any town. In 1867, about 14,000 bricks per day were turned out of Mr. Gradwell's works from clay obtained on the spot.

In 1667, a survey of the harbour of Barrow was made to test its capabilities for shipbuilding, and though a most favourable report was submitted, one of the finest ports in the North of England was doomed for a time to utter neglect, and it remained for the men of 1867 to

prove that the judgment of the men of 1667 was sound and good.

Operations were commenced for the construction of two docks in 1864, but a period of three years elapsed before the first dock was ready for traffic, and on the 24th day of August, 1867, the schooner "W. and M.J." sailed into the Devonshire Dock. The formal opening was 19th September. The writer is in possession of a beautiful basin presented to the readers of the *Barrow Times* at that date. No sooner were the Devonshire (1867) and Buccleuch (1873) Docks opened, than new forms of industry sprang into existence and some have assumed large proportions. Ramsden Dock was opened in 1879.

By the construction of the docks, the shipping trade of Barrow received a great impetus. Mr. James Fisher will ever hold a foremost place among the early pioneers of progress. He was a native of Barrow, born March, 1822, and turned his attention to the shipping interest. In 1868, his fleet had reached about 70 sail, and at that time be obtained possession of a patent slip, on the retirement from business of the occupier Joseph Rawlinson. Here he repaired and built new ships, launching the schooners "Beatrice" and "Lily Baynes." In 1870, he formed a company, which was the origin of the Furness Ship Building Company.

Shortly after the opening of the Devonshire Dock in 1867, an iron ship-building company was projected, and the first sod on the site at the north end of Barrow Island was cut in 1870, and the first stone laid in January, 1871. The first screw-steamer, "Duke of Devonshire," was launched June 26th, 1873, and followed very appropriately by one named, "Duke of Buccleuch," on October 9th, 1873.

About 60 years ago, there were in Barrow the following master mariners:—Thomas Anyon, George Ball, Henry Bond, Robert Ashburner, Robert Charnley, Edward

Dawson, Hugh Evans, James Geldart, William Gibson, William Harris, Thomas Hool, John Hughes, Thomas Jones, Isaac Kirkby, Robert Lewis, Robert Parkinson, David Roberts, James Sumner, John Sumner, Walter Scott, John Swainson, James Taylor, Thomas Taylor, John Thomas, William Tyson, Thomas Wainman, Ishmael Williamson, Edward Wharton, and William Young.

In the late sixties quite a number of captains of vessels trading to Ulverston were Tarleton and Preston men. Tarleton in 1866, was a respectable village, pleasantly situated on a branch of the Leeds and Liverpool Canal, and near the western bank of the Douglas, nine miles S.W. from Preston. Boat-building was then carried on very successfully at Tarleton. Benjamin Iddon was a shipowner and Peter Lund and Peter Rigby were ship and boat builders. Many of the Tarleton and Preston skippers were ambitious as preachers, and on Sunday afternoons there were religious services, called "Bethel" services, at which these captains preached, held on the ships lying at Canal Basin. Some of these captains could at times be seen mounted on the anvil at the old anchor smithy "holding forth" in practice for the next Sunday. These services attracted large congregations in summer time on the Sunday afternoons; not only was there the novelty of the thing and the outing, but the dialect of the Tarleton and Preston men was an added feature.

Chapter III.

SHIPBUILDING IN ULVERSTON, GREENODD, ETC.

Not only was Ulverston a place of commerce before the making of the Canal, but shipbuilding, that very important element to the prosperity of any port, was carried on at

Saltcoats by two different persons, a fact which seems to prove that vessels must have been in considerable demand. One of these shipbuilders was Ephraim Swainson and the other, the firm of Messrs. Hart and Ashburner.

Vessels of a fair size and suitable for the Baltic trade were built at Cark, and, in 1715, there was a flourishing shipbuilding yard at Arnside.

The whole of the Furness shipbuilders may be summarised as follows, excluding Barrow at the later period:—

1. At Carkbeck.
2. Ephraim Swainson, Saltcoats (Saltcotes), Ulverston.
3. Hart and Ashburner, Saltcoats, and Low Yard, Canal Side.
4. Hart, at Low Yard, Canal Side, Ulverston. He put down a Patent Slip.
5. Christopher Ashburner, Canal Head, Ulverston. He was succeeded by
6. John Wilson (previously Ashburner's foreman).
7. Petty and Postlethwaite—launching into the Top Basin of the Ulverston Canal. The foreman was John Winram, succeeded by Joseph McKay, and William White was designer and working foreman.
8. William Ashburner, at Barrow.
9. Richard Ashburner, at Greenodd.
10. Samuel Schollick, at Canal Foot, Ulverston.
11. E. J. Schollick, at Canal Foot, Ulverston, and Greenodd.
12. John Wilson, at Schollick's yard.
13. Brocklebank Bros., the last at Petty and Postlethwaite's yard.
14. John and William White, sons of William White, designer for Petty and Postlethwaite, at the Low Yard. In 1867, they removed to a larger yard nearer the head of the Canal.

15. During the time the Whites were building, John Rhodes built one ship only, the "Anne McLester."

16. Richard and William Charnley who built eight ships. John Peet completed the last ship at Charnley's Yard at Canal Head.

The first Ulverston shipbuilder of whom any record has been found in Ephraim Swainson, whose death entry in the register is:—April 3rd, 1805, Ephraim Swainson, ship-carpinter, aged 60 years. His wife Jane, "widow of Ephraim Swainson, Sandside," died June 20th, 1822, aged 78 years They had at least five children:—Isacce ; an infant who died; Hannah; Edward; and the last traced recorded thus—"March 10th, 1813, Jane, daughter of the late Ephraim Swainson, shipbuilder, Saltcoats, aged 28 years." This is the only entry found where he is described as a shipbuilder, the other entries being "ship-carpinter."

Prior to the opening of the Canal, Messrs. Hart and Ashburner were shipbuilders at Saltcoats. After the opening of the Canal, Ephraim Swainson still carried on business at Saltcoats, but Messrs. Hart and Ashburner transferred their business to the banks of the Canal, (at Canal Foot). The first craft they built there was a small vessel and she was launched broadside on, probably because the firm doubted whether there was enough water for the usual method. Owing to some casualty in launching, the cradle gave way, and about four hours were consumed in getting her to rights. Fortunately no persons were on board, or they would have had to perform involuntary ablutions in a novel, if not somewhat dangerous, fashion. That was the first, and last, *naval broadside* discharged on the banks of the Canal.

In 1798, Hart and Ashburner made a sloop at the Low Yard. The first large vessel built at the Low Yard was the ship "Hope" of between 300 and 400 tons, and mounting 16 guns. She was built for Dodgson and Co.,

of Lancaster, for the West India trade. They also built at the same spot several other large ships, one, the "Argo," was much larger than the "Hope," and carried 20 guns. She, also, was for the West India trade. The largest vessel built by them was the ship "Ulverstone" (later belonging to Liverpool, and not to be confounded with a smaller "Ulverston" built in 1862). She was of about 800 tons burthen, and was built at Saltcoats, in 1811, her breadth of beam being too large to allow of her passing the lockpit of the Ulverston Canal.

Some years after Hart and Ashburner dissolved partnership, and Hart remained at the Low Yard, while Ashburner went to the High Yard, Canal Head.

Joseph Hart has been described as the leading shipbuilder of Furness, and gave his name to Hart-street, Ulverston. He married Mary Stevenson on July 25th, 1795. They had a large family, and the fifth child was called Ashburner Hart. In 1817, it is recorded that Mary, daughter of Mary and Joseph Hart, ship-carpinter, died, aged 20, and in 1818, died Thomas, son of Mary, widow of Joseph Hart, ship-carpinter. No actual notice has been found in the Register where he is called a shipbuilder.

The Ashburners were very early Furness shipbuilders. Ashburner is one of the old surnames of Furness, and Christopher Ashburner seems most likely to have been the one in partnership with Hart at Saltcoats. In the the registers for 1795, 1796, 1797 and 1798, Christopher Ashburner is named as a carpinter, and in 1801, "Mary, daughter of Mr. Christopher Ashburner, shipbuilder," was baptized at Ulverston. A daughter of Christopher Ashburner, died in 1808.

Messrs. Petty, Postlethwaite and Co., were shipbuilders in Ulverston from about 1820 to 1863, launching into the Top Basin of the Canal. Their foreman was Mr. John Winram, who lived at Hoad Stile (now Ford House). He was succeeded as foreman by Mr. Joseph McKay, with

Mr. William White designer and working foreman there. They built ships, barques, schooners and sloops, totalling thousands of tons. Several ships were built by them for the Brazilian trade. The largest they ever built was the barque "Hutchinson," in 1825, of about 600 tons burthen.

In addition to shipbuilding, Messrs. Petty and Postlethwaite were bankers, timber merchants, etc., and in 1852, they dealt chiefly through Messrs. Halhead, Fletcher and Co., Liverpool, receiving at the Ulverston Canal, elm logs, birch logs, Quebec pine logs, oak logs, spruce deals, Quebec best pine, Quebec oak staves, etc., by the "Tom" (Capt. Storey), "Ant," "Delight," "Alpha," "Hope," etc., from Canning Dock, Toxteth Dock, and other places. Messrs. Petty and Postlethwaite, retired from active business in October, 1863. Their successors were Messrs. Wakefield, Crewdson and Company, one of the oldest banking firms in the North of England.

Messrs. Petty and Postlethwaite's yard was taken over by Messrs. Brocklebank Bros., who built two ships there. William Beck was their foreman. No further shipbuilding took place at that yard after Brocklebanks relinquished it.

The old foundry which still stands by the paper mill railway siding, was to some persons very interesting in the late seventies, when yacht racing on Windermere was keen and popular, for there was built a very beautiful yacht christened the "Char." The builder was William Beck, and it was constructed for Mr. John Fell, of Flan How, and intended to beat the "Britannia," a noted yacht belonging to Major Ridehalgh. The building of the "Char" was kept more or less a secret, but just about its completion, Mr. Beck inquired of Mr. White, if it would beat the "Britannia." The reply was in the negative and the defect pointed out. Mr. Beck still entertained good hopes of a victory, but unfortunately he did not

live to see the " Char " in competition, for when she was being removed from the Canal siding to Ulverston Railway Station for transport to Lake Side, he was riding on the deck as she was on the railway wagon, and in passing the trees, near the Low Yard, was knocked off and killed.

The shipbuilding industry began to develop at Douglas, Isle of Man, and Edward Winram, son of John Winram, foreman of Messrs. Petty and Postlethwaite, went from Ulverston to Douglas to manage the shipyard there. He took with him as foreman, William Ashburner, who had served his time as a ship carpenter under John Winram. They built there the first lifeboat, for Sir William Hillary, who lived at Douglas Head, and who was one of the founders of the Lifeboat Institution. Edward Winram became one of the directors of the Isle of Man Steam Navigation Company. James Winram, another son of John Winram, went to Liverpool and started a boat-building business there. This business is still in existence in the hands of his grandsons.

William Ashburner went from Douglas to Barrow in 1847, and commenced the building and repairing of ships. He was one of those early pioneers, whose earnest plodding labours led to the rise and progress of Barrow. There were no public works of any kind at Barrow at that time, the connecting link of the railway not being opened until ten years later. The great demand for the Furness iron-ore necessitated the establishment of a shipyard for the repairing of vessels engaged in the trade. Mr. Ashburner laid down a slip nearly opposite to where the gas works now stand, and on this site was built the first ship ever launched in Barrow. This vessel, a schooner, was named the " Jane Roper," and was commanded by Capt. Robert Stones. The second vessel launched by Mr. Ashburner, the " Tom Roper," was built in 1857. One of the oldest streets in Barrow is named from

the family name which these vessels bear—Roper Street. In 1865, the working plant was removed to Hindpool, facing the channel, where a new slip was put down.

The following is a list of the ships built by Mr. Ashburner in Barrow:—

Name.	When built.	Registered tonnage.
"Jane Roper" ..	1852 ..	94
"Tom Roper" ..	1857 ..	108
"Lord Muncaster"	1859 ..	97
"Mary Jane" ..	1860 ..	99
"Mary and May"	1862 ..	97
"Elizabeth Barrow	1863 ..	95
"Furness Maid"	1863 ..	49
"James and Agnes"	1864 ..	130
"Alice Latham"	1865 ..	75
"Nanny Latham"	1866 ..	75
"Catherine Latham"	1867 ..	73
"Margaret Ann"	1868 ..	77
"R. & M. J. Charnley"	1868 ..	154
"Henry and Mary"	1869 ..	78
"Elizabeth Latham"	1870 ..	77
"Margaret Bannister"	1871 ..	86
"Mary Bell" ..	1873 ..	175
"William Ashburner"	1876 ..	205
"Mary Ashburner"	1877 ..	106
"Isabella" ..	1878 ..	96

Of the above ships the "Elizabeth Latham" was said to be the fastest two-masted schooner out of the port of Barrow. The "William Ashburner," a three-masted schooner, was also a quick sailing ship and ran a distance of 240 miles in the short space of 24 hours with a full cargo of coal. She was copper-bottomed, and traded principally to the Mediterranean. In addition to the ships named, the following trawlers were built by Mr. Ashburner:—"Gratitude," "Ebenezer," and

"Champion." He also built the pilot boat "Argus," of which the owner was Mr. James Charnley.

In regard to the "Lord Muncaster," the following notice published May 23rd, 1863, is of interest:—"The schooner Lord Muncaster, of Barrow, recently sailed from Cardiff to Lisbon in five days. We have heard of Ulverston vessels making the passage in nine days, but the above is a record for a sailing vessel."

Richard Ashburner, brother of William Ashburner, carried on shipbuilding at Greenodd for many years, building coasters of different sizes from 30 tons to over 100 tons. He built the two first wooden steamers at the foot of Windermere, which were respectively named, "The Lady of the Lake" and "The Lord of the Isles." His nephew still has the oil painting presented to him by the Lake Steamship Company. One, if not both, of these steamers was destroyed by fire. He also built smaller craft for Fleetwood and other ports for fishing. Eventually he joined Mr. William Ashburner in Barrow, about 1850. The old shipbuilding yard at Greenodd of Mr. Richard Ashburner can still be traced.

Mr. Reay was another early shipbuilder in Barrow. Amongst other ships built by him were the schooners, "Elizabeth Ann" of 118 tons in 1858, and "Joseph" of 128 tons in 1859.

Mr. Samuel Schollick started a shipbuilding establishment at Canal Foot, and there is still plenty of evidence yet existing of this for any observer who is interested. This yard did not last long.

In 1860, November 24th, Mr. S. Schollick was advertising for ship carpenters. On January 5th, 1861, this advertisement appeared—"Yacht and Boat Building.—S. Schollick begs to intimate to Gentlemen in Ulverston and the Lake District, that he is now open to contract for yachts and boats of any description. S. S. can now guarantee symmetry and speed having built the fastest

boats of their length in the neighbourhood of Fleetwood. Any communications addressed to Mr. J. Wilding, Timber Merchant, Greenodd, or to S. Schollick, Queen's Terrace, Fleetwood; will be carefully attended to."

A local newspaper of 1860 recorded that "On Good Friday night, as the foreman of Mr. Schollick's shipbuilding yard, Canal Foot, Ulverston, Mr. John Wilson, and a man named Bell, were taking a vessel off the slip, Bell's leg became entangled with a rope fastened to the vessel, and he was fast, being dragged out with it. Wilson stretched out his hand, and he was dragged with the vessel to the end of the ways, where the water was then deep, it being high tide. On rising to the surface, for both had been under water, Bell holding on to Wilson, a faithful dog belonging to the yard seized hold of Wilson, who, after much struggling, and with the assistance of the animal, got safely to shore."

In the weekly paper of July 27th, 1861, it was stated that "on Wednesday, a fine schooner was launched from the shipyard of Mr. E. J. Schollick, at the Canal Foot. She was 82 feet keel, with 22 feet beam, depth 11 feet 3 inches, registered tonnage, 100, calculated to carry 200 tons, and is copper fastened up to the water line. She is to be captained by Mr. John Parker, late of the "Dora." Christened, "Frederick Stonard," by one of the Master Schollicks."

On April 26th, 1862, appeared:—"The Ulverston Shipping Association has now building in Mr. Schollick's shipyard, Canal Foot, a schooner for the Liverpool trade," and on November 29th, 1862:—"A beautiful schooner was launched from the shipbuilding yard of Mr. E. J. Schollick on Monday last, about 100 tons register. She will be commanded by Captain Dickinson, late of the "John." The launch was effected in admirable style. She was named the "Margaret," out of com-

pliment to the builder, Mr. Wilson (foreman), that being his wife's name."

On June 6th, 1863, this announcement was made :— "We understand that as Mr. E. J. Schollick, has given up the shipbuilding yard at Canal Foot, Ulverston, several tradesmen in the town, in connection with Mr. Wilson (i.e. Mr. Schollick's late foreman), are about to place a vessel on the stocks as soon as a sufficient number of shares have been taken up."

In October, 1865, the "Bessy Whineray" was launched from the yard of Mr. John Wilson, at Canal Foot. Her first master was Captain Kitchen, and later on her master was Captain Peter Hodgson. She was brigantine-rigged with a registered tonnage of 168. There is in existence a painting showing her in full sail passing one of the Cumbraes in the Firth of Clyde. The painting was executed when she went to St. Petersburg in 1866. In this trip all firearms and ammunition had to be delivered up at Cronstadt, and called for again on the return voyage. The Captain (W. Kitchen) left a double-barrelled gun with ammunition going up, but on the return journey they could not be found, and he left without them. Doubtless some Russian official had his weather eye on them, so evidently things have changed little or none from then till now.

The last ship launched at Canal Foot was called the "Girwan." She was brig-rigged and was taken away in a mysterious fashion by the tug in the night She was not launched at the first attempt.

Mr. E. J. Schollick built one ship at Greenodd. She was named the "Edward and Margaret." This ship was strangely constructed and at first could not be steered. She would not answer her helm and a new stern had to be put into her.

In the 1849 directory, there is the name of John Holmes, mariner, Greenodd, and at this time, E. J. Schollick,

was of Aldingham Hall, and his father, James Schollick, of Oak Bank, Greenodd, while Richard Ashburner is mentioned as shipbuilder, Greenodd. Most of the ships built at Greenodd were constructed by Mr. Ashburner.

A definite record of Greenodd-built ships is not available, but amongst others often mentioned in shipping lists of the eighteen hundreds were the "James," captain—James Storey, the "Ant," captain—James Storey, "Importer," captain—William Storey, "Mary," captain, ... Sykes. Captain James Storey was sailing the "Ant," when Mr. Winder, of Liverpool, had the "James" built for him, and he went in her as the first captain at Greenodd. Captain Jas. Storey weighed about 25 stones and was too stout to enter the cabin as first constructed, and it was specially enlarged for him by Mr. Winder's orders. The "Ant" was so christened from a nest of ants infesting her timbers whilst she was building at Greenodd.

Another interesting ship built locally was the "Gummershow" constructed from larch timber felled from the well-known hill opposite Lakeside Railway Station.

There were some queer vessels in those days. The strangest perhaps, of all, was one named "Elephant," which is mentioned in the Ulverston Shipping List of October 30th, 1847, and on many dates about that time. Her master was Captain Ball. She was shaped just like a square box, and there was little or no difference between the shape of her bow and her stern. The bowsprit was movable, and was sometimes out at one end, and at other times the reverse end. It didn't matter to the old "Elephant," and she did service for some considerable time. She was ultimately taken from Greenodd to Ulverston, where she was reduced to firewood by Mr. William White.

There is to-day in existence at a private residence in Liverpool an oil painting of the Greenodd-built "James"

lying at the Quay at Greenodd, loaded with raw cotton for the Backbarrow Cotton Mill (now the Blue Mills).

In the *Ulverston Advertiser*, of October, 1852, this advertisement appeared:—"To be let, situate at Green Odd, several Wharfs, Yards, and other conveniences. Also a Shipbuilder's Yard, with Patent Slip adjoining. Green Odd is an improving port, and is the only one on the Western side of Morecambe Bay that is free and entirely independent of the controlling influence of Railway concerns, nor can its legitimate traffic be affected by them. When the contemplated improvements in the channel are effected, under the direction of the Lords of the Admiralty, vessels of large burden, and screw steamers for dispatch may be navigated with ease, and thereby mercantile transactions carried on with distant ports. Application to be made to Mr. Jno. Fell, Sparke Bridge, the Owner; or to Mr. Jonathan Wilding, at Green Odd."

The first entry in Vol. I of the *Ulverston Mirror and Furness Reflector* in 1860 was the advertisement:—"Greenodd Steam Saw Mills near Ulverston—J. Wilding, timber and coal merchant—Railway sleepers and keys, propwood, hurdles, gates and fencing, mine props, etc. Contracts entered into and completed on the shortest notice." And on January 1st, 1862, the following appeared:—"Greenodd Saw Mills and Timber Yard. William Taylor and Co., beg leave respectfully to inform the public that they have taken the above business from and until lately carried on by Mr. J. Wilding, and are prepared to contract for and supply railway and pit sleepers, pitwood of every description, hurdles, fencing, gates, etc. N.B.—Contracts completed on the shortest notice and timber sawn on reasonable terms. Attendance at Ulverston every Thursday, at J. Barnett's, Queen's Arms Inn."

The first railway waggon for the Furness Railway was made at Fell's Yard, Greenodd.

About the time of making the branch railway line (1868) shipbuilding came to an end at Greenodd.

There are many people who think it is improbable, if not impossible, for ships to have been built at Penny Bridge. Thomas Pennant, D.C.L., F.R.S., who lived 1726 to 1798, mentions the building of a vessel of 150 tons at Penny Bridge, and the proof is unimpeachable. Of him Dr. Johnson observed—"Pennant is the best traveller I ever read; he observes more things than any one else does," and we say he made no mistake in referring to shipbuilding at Penny Bridge.

Mr. Thomas Tyson, who was born at Penny Bridge in 1837, and died August, 1929, heard his parents and grand-parents talk of a large ship being built at Penny Bridge in the parrock, still called "The Docks," situated in front of The Beeches, the (1930) residence of Dr. Penny. She was known as a down-channel schooner. Whilst digging at this place—"The Docks"—some years ago, rusty nails and other evidence of shipbuilding were turned up. Canon Townley has a painting of Penny Bridge Hall when it was a farm house, and a ship is lying at the bridge there. Other sketches, too, are in existence of ships lying at Penny Bridge.

In *Sketches in Cumberland, Westmoreland and Lancashire*, 1810, the letterpress descriptions of which were written by the poet Wordsworth, sketch No. III, is a view between Penny Bridge and Coniston, and shows a vessel standing at Penny Bridge Hall (a farmhouse), resembling, but different from, the painting in Canon Townley's possession, already referred to.

In 1861, Messrs. John and William White started shipbuilding at the Low Yard, renting Hart's Patent Slip from the Furness Railway Company for repairs. At this Low Yard they built three ships, viz:—"Mary

Goldsworthy," in 1865; "Elizabeth Worthington," in 1866; "Mary Atkinson," in 1867. They then removed to a larger yard nearer the head of the Canal, above the railway bridge, and launched opposite the "Feeder." The following nine ships were built there:—"Millom Castle" (1868); "Warsash" (1869); "T. and E.F." (i.e. Thomas and Elizabeth Fairclough) (1871); "George IV" (after the fourth George Postlethwaite of Holborn Hill, Millom, Mr. William Postlethwaite being the ship's husband) (1873); "Coniston" (1874); "Kate" (1875); "Edith" (1876); "Mabel" (1877); and "Ellen Harrison" (1878). The "Ellen Harrison" was built by William White, his brother and partner having died, and it was the last Ulverston-built ship.

The "Mary Goldsworthy" was launched in October, 1865, and was described as a useful looking schooner. She was launched broadside, and although this was unusual up to that time, she went off without the slightest hitch. Those who were competent to judge, said she was highly creditable to the builders. She was strongly built for the iron trade, of about 100 tons burden, with registered tonnage 48. Her captain was Mr. Thomas Fairclough, and the manager was Mr. Joseph Fisher of Barrow.

The *Ulverston Mirror*, of August 1st, 1878, announced—"Launch. It is intended to launch, this afternoon, from the shipbuilding yard of Mr. William White, Canal Side, a newly-built schooner to be called "Ellen Harrison," constructed by the direction of Mr. William Postlethwaite, of Hodbarrow, for the coasting trade. The length of the vessel is 85.5 ft., breadth 21 ft. (beam), and depth of hold 9.6 ft.: gross tonnage about 102.36."

In addition to the building of new ships, the White brothers did repairs to a number of other vessels. These include the following:—in 1870, and other years, the "Ulverston;" in 1871, the "Bee," schooner "Ann" of Ulverston, flat "Ant," schooner "Brothers;" in 1875,

"Mary" of Ulverston, "Eversfield," "Agnes" of Ulverston; in 1876, "Eliza Bond," "Sir Robert Peel," "Millom Castle," "Bee," "T. and E.F.," "Elizabeth Worthington," "Ellen and Sarah," "Anne McLester;" in 1878, schooners "Lorn," "Thomas Pearson," "Mary Atkinson," "Whitriggs," etc. In 1876, repairs were made to a kind of carriage boat, used for conveying tar to the chemical works, and going by the name of "Tar Bucket." On several occasions the "Pontoon," at Greenodd, was repaired by the firm. The "Bee" was once blocked by Mr. White on the sand in front of the public house at Canal Foot, The Bay Horse Inn, and what a difficult task he had to launch her with a very low tide. Her ship's husband was at that time and for long afterwards, Mr. James Ormandy Rigg, subsequently a grocer in King-street, Ulverston, and later of Crakeside Farm, Greenodd, where his family still reside.

It is worth recording that previous to the putting down of the Patent Slip at the Low Yard, probably about 1837, all ships for repairs had to be blocked on the Sands at Canal Foot. The Patent Slip proved a very great convenience in the repair of vessels in this brisk and busy period. The Slip was a large wooden cradle, copper fastened, on which a ship could rest. It ran on wheels down a double line of rails into the New Basin. The ship was floated on to it and was, with a fixed windlass, hauled out of the water for repairs. Several living people remember it well, and a person at Greenodd, recalls being launched in a ship from this slip. The sawyers always used to be brought out to help with the hauling. The slip was the property of the Furness Railway Company, and when Ulverston shipbuilding was practically over, in the late seventies, it was sold, and was bought by the late Mr. Edward Salmon, who had it broken up for the sake of the copper by which it had been fastened.

William White (the father of the author of this volume) was actually born in a shipyard, for the group of houses, including the one in which he was born, was always called The Low Yard. The houses are now pulled down. Here it was that he built his first three ships and repaired many others. He was educated at the Town Bank School, Ulverston, and at the age of fourteen, he was bound apprentice to Messrs. Petty and Postlethwaite, completing his apprenticeship in 1847. Later he proceeded to Cunsey, where he built a carriage or ferry-boat for Mr. John Swainson. He also built a similar boat for Windermere about 1872 at his Canal Side yard, and it was conveyed on a waggon drawn by horses to Newby Bridge, where it was launched. He was often allowed to steer one of the steamers on the lake, for he was rather proud of his prowess at the wheel, having learned navigation at the night school of Peter Tipping, in the Ellers at Ulverston. Peter is said to have taken a tar bucket for his horizon whilst teaching. Mr. White was a man of a retiring disposition and took no active part in the public work of the town. He was an expert at boat building, and designed and draughted all the ships built at White's, and was as proud of them as of his offspring. His regular workmen were like a family to him. Between finishing one ship and getting an order for another, rather than disperse his workmen, he would keep them at offside work for a fortnight at full wages, though he could ill afford it. He died in the town in which he was born and loved well at the age of 86.

On July 14th, 1904, a 300 ton vessel was launched at Millom, the first launch for 14 years. This ship was built under the superintendence and regular inspection of William White.

In the days when the Canal was everything to Ulverston, model boat racing was general. Amongst the rowing boats was one named "Swallow," belonging to Parkers,

grocers, and another called " Jackdaw," was rowed nightly by Isaac Martindale, who is still alive. In addition there were canoes and yachts, notably a fine one sailed by Captain Bond. Captain Bateson Tyson, was well-known as a constructor and rigger of small racing boats.

No new ships have been built in Ulverston since 1878, and no trading vessels have entered the Canal since 1916. Any ship repairs or boat building after the former date have been done chiefly by or under the direction of John Randall McLester, the last apprentice of William White, and who died at Canal Foot a year or two ago. He was a reliable, experienced man, always attached to his old master, whose opinion on any matters relating to ships he always looked upon as the last word that could be said. Several boats built by Randall may still be seen in the Leven Estuary at Canal Foot, notably the " Royal Oak," built for the Guide-over-sands, and now owned by the North Lonsdale Iron and Steel Co. Some very strong, serviceable boats were built by Messrs. Charnley at Canal Head in war time, some of which are still in stock there.

A history and directory of Furness and Cartmel issued within the past twenty years, gives as master mariners in Ulverston—William Anderson Brough, John James Crewdson, captain of Lake boat, James Crewdson and Charles Foster. The same volume names only one ship-building firm in Furness, namely: Messrs. Vickers, Sons and Maxim, Ferry Road, Barrow.

A search in some of Lloyd's Registers between 1836 and 1865, shows the following ships built at Ulverston, which includes Greenodd:—

Date of Building.	Name.	Tons.	Port of Registry.
1798	Bardsey	53	Whitehaven
1799	Mary	109	N. Shields
1800	Kitty	323	London
1802	Experiment	57	Dundalk

Date of Building.	Name.	Tons.	Port of Registry.
1802	Argyle	83	Dundalk
1804	Ellen	72	Dumfries
1805	Mary	69	Belfast
1810	New Liberty	71	Belfast
1811	Ulverstone	354	Shields
1812	Agnes	150	Whitehaven
1813	Trader	75	Whitehaven
1814	Lively	65	Preston
1815	Jane	47	Whitehaven
1815	Thomas	56	Dundalk
1815	Edward	88	Whitehaven
1815	Lorn	63	Kirkcudbright
1816	Thomas	65	Liverpool
1816	George	60	Liverpool
1816	Thomas	94	Liverpool
1819	Esther	188	S. Shields
1820	Chili	201	Sunderland
1822	Peruvian	208	Newcastle
1824	Thomas	261	Whitehaven
1825	Hutchinson	289	Cork
1826	Hope	60	Belfast
1827	Mary	61	Belfast
1829	Enterprize	52	Maryport
1832	New Fame	57	Galway
1832	Richard	70	Ulverston
1837	Ellen and Sarah	52	Ulverston
1839	Elizabeth	73	Ulverston
1840	George	265	?
1841	Bee	60	Ulverston
1842	Ellen	47	Cardigan
1846	Augusta	91	Ulverston
1848	Margaret	86	,,
1849	Ant	62	,,
1849	Brothers	86	,,

Date of Building.	Name.	Tons.	Port of Registry.
1849	Ann Rennison	113	Ulverston
1851	Edward and Margaret	90	,,
1851	Richard Roper	87	,,
1854	Ann	82	,,
1856	Esther Ann	73	,,
1856	John Stonard	86	,,
1857	Edward Stonard	97	,,
1858	Hope	75	,,
1858	William Stonard	109	,,
1859	Agnes	80	,,
1859	James Stonard	146	,,
1860	Alfred Stonard	159	,,
1862	Margaret	124	,,
1862	Frederick Stonard	123	,,

It is doubtful whether any of the Ulverston-built ships are still in existence. Any remaining of these useful and lively "clipper" schooners were put to many kinds of service during the Great War, 1914-1918, and were torpedoed, rammed or destroyed by the many disgraceful methods adopted at that time. It is, however, pleasant to think that those little vessels were on messages and risks for the service of our dear old country. They represented a period and a character which seems almost passed away.

About 1927, it was reported that a claim for salvage had been made on the "Millom Castle" by someone on the Welsh coast. She had been sold by Messrs. Postlethwaite, of Millom, in February, 1912, and realised for the shareholders £2 per share after a call had been made of £6 10s. a little while before. The "Kate" was sold by the same firm about the same time, showing a balance of 50s. in favour of the shareholders, or a little less than 8d. per share. The "Elizabeth Worthington" was wrecked in August, 1929.

GREENODD AS A SEAPORT IN 1850.
From an etching by J. Butcher, of Ulverston.

The item below appeared in the press in September, 1927, under the heading "Passing of the Wind-Jammers. Sailing Ships are disappearing.":—"The sailing ship is disappearing from the sea. Between June, 1920, and June, 1927, the sailing ship tonnage of the world was reduced to 1,483,000 gross tons, according to the annual report of the British Sailing Ship Owners' Association, Ltd. 134 sailing ships, mainly built in England were added to the U.K. Register (15,288 tons); and 218 such ships removed from the register (21,176 tons). Eighty of these with 7,445 tons, were broken up.

Chapter IV.

SOME WELL-KNOWN SHIPS.

The "Argo" was built by Messrs. Hart and Ashburner at the Low Yard. On her first voyage, bound for Jamaica, in passing Madeira she encountered a French privateer, and after a desperate battle of four hours, in which several of her crew were killed, she was captured by the privateer and sunk. The crew were taken on board the privateer and landed at Teneriffe, where after a short imprisonment they were exchanged and returned to England. One of the crew who returned was Henry Woodburn, brother to Mr. W. Woodburn, relieving officer of Ulverston, from whom is descended on the maternal side, the lately retired (1926) relieving officer, Mr. Woodburn Riley.

The "Esther Ann" was an Ulverston-built vessel. She was regularly engaged in the Liverpool trade for Ulverston tradesmen, bringing flour, biscuits, sugar, and all kinds of provisions. Her arrival in the Ulverston

Canal New Basin was always eagerly looked for by the youngsters, for Captain Mount invariably gave them a bit of ship-biscuit.

A most interesting arrival at and departure from Ulverston was the S.S. "Eversfield," which sailed much between Liverpool and Ulverston Canal in the seventies. She belonged to Mr. Winder, of Liverpool, after whom the Winder Quay at Greenodd is named. Mr. Winder's son voyaged on her on many occasions. Miss Winder was married in Ulverston to Mr. A. Fell, who wrote what in the opinion of many, is the finest history extant of the Furness District, viz, *The Iron Industry of Furness*. A correspondent writes, "The last time I saw the old 'Eversfield,' she was in Whitehaven Dock and almost altered out of recognition, having been fitted with a forward bridge and wheel-house."

The "Mary Watkinson" is a ship well remembered. At one time she was captained by William Hunter. She arrived at Barrow on one occasion on the night tide, after rather a severe passage. The next morning Mr. Watkinson, who was ship's husband, came aboard to inspect. The only member of the crew to be seen was young Tom Poole, brother of Captain Joseph Poole, of the schooner "Woolton," a Rio Grande trader. "Well, Tom," says Mr. Watkinson, "what sort of a passage have you had?" "Fearful, sir," says Tom, "fearful"; an awful man, our captain. Lost our galley, Mr. Watkinson. When that sea broke aboard, sir, I said a few words to the Almighty, as quick as I could." "Did ta' Tom?" says Mr. Watkinson. "What did ta' say?" "I don't know," says Tom, "what I said, but I said it quick."

An old ship stood for a long time undergoing repairs close to, but just below, the Railway Bridge over the Ulverston Canal. It was the "Anne McLester." Her master was Captain William McLester, and his mate at that time was William Kitchen. There was a low

stage of planks all round her, and Mr. Kitchen used to amuse himself by getting the lads to lay flat on this stage, and prod the flukes with a marling spike. They had some fun, especially when any of them dabbed one. This stage of planks was put to another use than fishing by the men on the job. A certain middle-aged lady who lived at the "Dark Arches," used to walk along the planks to fish the "trunnel" ends out of the water for firing purposes. One day the men placed the staging so that when the planks sagged in the middle, it would come off the supporting sling. The lady reached the middle of the staging when suddenly she found herself up to the waist in the canal with a cheerful company looking on. What her remarks were are forgotten, but one man remarked that the tar on the side of the vessel near her look blistered. Poor Margaret! She was clean, tidy and good-natured (even to the extent of promising the children oranges they never got) and, except for picking up "unconsidered trifles" when up at the ship-yard for firewood and "kindling," she was as honest as the day was long.

The "Anne McLester" was always looked upon as an unlucky vessel, and events seemed to prove it. She was built at a cost of about £2,000 by Mr. Rhodes, in a yard between Canal-head Foundry and the Canal Tavern. On the day of her launch, the ways collapsing she dropped on the road, and a fortnight elapsed before she was finally got into the canal. She was once towed disabled into Holyhead, once knocked her bowsprit out against Duddon Pier, and finally was lost in Luce Bay with all hands.

Perhaps few people know what a narrow escape the town of Ulverston once had from being blown up. The "Anne McLester," and two other schooners were loading gun-powder for the West African boats sailing from the Mersey. Two of the vessels were loaded with about 80 tons each,

and the third nearly finished, when smoke was seen issuing from the cabin of one of them, the " Ulverston," as far as can be remembered. Instantly there was a stampede, but two of the men dashed down the companion in to the cabin and found some bedding in front of the fire well alight, and only a thin bulk-head between it and the gunpowder. However, some buckets of water quenched the fire and the people about breathed freely again, but it was a narrow squeak.

The " Anne McLester " was one of the very few sailing vessels to overhaul and pass a steamer. Once when going from Ulverston to Liverpool she passed the " Eversfield," already mentioned, and as the " Anne " went bowling along, her mate, Jack Pickthall, held up a rope to signify they would give the steamer a tow, but what the answer was history deponeth not. However, the " Anne McLester " had a let-down some time afterwards, when the gallant little " T. and E.F." overhauled her and beat her half-way on a run from Ulverston to the Alexandra Dock, Liverpool.

The " Anne Ripley " was one of the best known ships, and one which will be best remembered by Ulverston septuagenarians. There was " The Ripley Pew " in the Old Wesleyan Chapel. In connection with the name " Ripley " the following notice which appeared in the *Ulverston Mirror and Furness Reflector* on January 3rd, 1860, may be of interest. " To shippers of goods to and from Liverpool. The owners of the Ulverston and Liverpool traders beg to inform shippers that they have made arrangements to run their vessels with the quickest dispatch, and that as far as possible, they will endeavour to have a vessel at each port regularly. For particulars, apply to William Ripley, Upper Brook-street, Ulverston."

Joshua Woodburn, an octogenarian, now living at Broughton Beck, worked for Ripley's many years. On a recent visit to him, Joshua, in his usual happy style,

discoursed on the times when traders here received material in bulk, of tea-blending, coffee-roasting and lump-sugar cutting, this latter being effected by turning a large wheel by hand, and a kind of foot manipulation, somewhat in treadmill style, by means of which the knives made horizontal and vertical cuts across the sugar, the dust being sold as preserving sugar. One of Mr. Ripley's apprentices had the misfortune to cut off his finger end when sugar cutting, and was hurried off, in charge of Mr. Woodburn, to Dr. Anderson for treatment. Nearing the surgery he kicked up a terrible hullabaloo and exclaimed, " Oh, we've come without my finger end, we shall have to go back for it."

Joshua was delighted to show a droll sketch done by Mr. H. W. Stephenson, artist. It shows the platform and interior of the Ulverston Temperance Hall on April 4th, 1891, when a lady was to deliver a temperance lecture. Dr. Anderson, who was then a temperance reformer is standing on the platform evidently surveying a glass of water, and the unnamed lady sits at a table. Behind a pillar is a merry fellow apparently much amused at seeing the audience, four all told, amongst them a well-known Ulverstonian, whom the worthy doctor had persuaded to attend assuring him the room would be full to overflowing.

Joshua Woodburn talked long of the old sloop " Eskham," which used to bring cargoes of salt into the Canal Basin. The salt was carted to a store in the Gill belonging to Mr. Ripley. Joshua has spent his life at Ulverston, and knows it from A to Z. He is an old Town Banker and can write beautifully yet. An account of his last cricket " do " will be found in a later chapter.

The second annual report of the Barrow Ship Insurance Co., dated June 6th, 1860, is of interest as it refers chiefly to Ulverston ships. The directors state that the casualties during the year have been unusually heavy, including

two total losses of first class vessels during the storm of October, 1859. To meet those disasters they were obliged to make a heavy call upon their members, which was generally well met. The call was very seriously felt by the owners of third-class vessels and resulted in the withdrawal of most of these vessels from insurance. Although these losses and casualties had been so severe, yet in taking two years together they find that "the average has been £5½ per cent. on the first-class property, £6⅜ on second-class property, and not quite £9 per cent. on third-class. This is considerably below what is charged by any London insurance office. The following averages will be found to have been paid, viz:—The "Jane," of Ulverston, for damage sustained on the 21st of July; on the "Rigby," for the loss of anchor and chain; the "Edward and Margaret" (a Greenodd-built vessel) for damage sustained in Amlwch Harbour; the "Confidence," for damage off Fishguard; the "Maria," for loss of anchor and damage in Redwharf Bay; the "Esther Ann," for damage in Redwharf Bay; and also for the total loss of the three-masted schooner "Iron Age," and the schooner "Twin Sister." All these casualties were caused by the storm in the latter part of October. An average claim has also been paid upon the "Acorn" of Barrow, for damage sustained in Liverpool river."

Many will remember the S.S. "Roses" which used to run on sea trips from Canal Foot Pier to Blackpool. A photograph of this vessel ready to make her last trip, 1892, shows quite a couple of hundred people waiting to see her start away, although it is before the usual breakfast time in the morning. The Company ran other boats besides the "Roses." It is said that the "Yorkshire Lass" was the first boat to make this trip and on this occasion a noted Ulverstonian was a passenger. He spent most of his time in the saloon, so much so that on arriving at the other side of the bay he was taken care

of by a friendly policeman, who, however, liberated him in time to catch the boat home in the evening. Somehow he failed in this and reached Ulverston by train next day. He is said to have joined this trip annually afterwards, but never visited the saloon until the return journey, remarking to his mates, "If I get to Canal Foot I can always find my way to Ulverston however drunk I be."

The "Kate" was entirely an Ulverston ship, built there in 1875, by William White; the captain was an Ulverston man, Henry Holmes. Her first voyage from Canal Foot to Piel is a memorable one. What a concourse of interested people assembled to see her like a beautiful yacht skim down the estuary to their delight, and what a precious cargo of souls she carried—Capt. H. Holmes, his son (afterwards Capt. Isaac Holmes), Robert Wilson (mate), the captain's daughters, Kate and Celia, the builder, Mr. W. White, and his elder son, Mr. J. White, late of Woodgate, Lowick. They found rough weather on getting into the channel and were unable to reach Piel, having to stay in the channel. Being a new ship and leaving home in a hurry, no lights were shipped, and they were in the channel in dead darkness. Mr. White going on deck for a breather, heard some monster ploughing the deep, and as the sound drew nearer he apprised the rest of what he thought a danger. Wilson pushed the newspaper he was reading into the fire, and rushed on deck with it blazing, by means of which they saw a large steamer just pass their bows. But for Wilson's presence of mind and Mr. White's watchfulness, there is no doubt that the Kate would have been run down, before she had actually made her first voyage, and probably never heard of more. The lighted newspaper was undoubtedly an Ulverston one. It is doubtful whether this true event is known to many people, perhaps not to those who would have been most nearly concerned.

The "Brothers" was launched from Messrs. Petty and

Postlethwaite's yard on the 14th August, 1849, and was regarded as one of the fastest vessels of her day in the three channels. When the "Brothers" started her first voyage on 31st of August, 1849, the crew consisted of Captain Edward Storey, aged 29, Ulverston born, master, last ship "Bee;" Thomas Bradley, aged 27, Bardsea born, mate, last ship "Bee;" John Mount, aged 26, Ulverston born, seaman, last ship "Elizabeth;" William Mount, aged 20, Ulverston born, seaman, last ship, "Bee," a crew of four, three of whom had previously worked together on the "Bee," a ship very well-known in Ulverston. From August 31st, 1849, to December 29th, they made the following voyages:—From Ulverston to Porth Cawl (ore) to Liverpool, (iron) to Barrow (ballast) to Porth Cawl (ore) to Liverpool (iron) to Newry, six voyages. Then January 28th, 1850 to March 28th.—From Newry to Liverpool, to Ulverston, to Newport (where the mate, Thomas Bradley, left and John Threlfall, (aged 35, Ulverston born; last ship, "Ann Rennison") became mate in Bradley's place, and the good ship "Brothers" voyaged from Newport to Chester, and on to Ulverston where John Mount left the ship, and Thomas Mount took his place, the crew being, Captain Edward Storey, master, Joseph Threlfall, mate, Thomas and William Mount, able seamen. Then May 11th, 1850, from Ulverston to Porth Cawl, to Liverpool, Barrow (light), to Porth Cawl, to Liverpool, to Porth Cawl, to Liverpool, to Barrow, to Porth Cawl, to Liverpool, to Ulverston, to Porth Cawl, to Liverpool, to Larne, to Glasgow, to Poulton, to Ulverston, to Irvine, to Poulton, to Barrow (Dec. 30th, 1850)—which makes 31 voyages in 17 months.

The crew in 1860, was Edward Storey, captain; Thomas Jackson, mate, William Storey (22), John Procter (25), William Threlfall (22), and Thomas Coward (15), all being Ulverston men, except Jackson of Bardsea. The

last on this list, is Thomas Coward, who up to 1928 and for nearly a lifetime has resided at Arrad Foot, where he died at 83 years of age. He was well-known throughout this district, and was for many years a Sunday School teacher at Ulverston, and later at Penny Bridge.

The good ship "Delight" was at one time probably the best known vessel in Ulverston. Her wreck on the sands 71 years ago is still remembered by a few still alive. The record of it is as follows:—

"The wreck of the "Delight," of Ulverston, carrying a local crew, and within a stone's throw of home, created wide feeling of regret and sympathy in the town and district. The "Delight," was a smack of about 52 tons register. She was built at the yard of Messrs. Petty and Postlethwaite, which was then under the management of Mr. Joseph McKay. From the fact of her taking the place of an older vessel of the same name, she was known as the "New Delight." She traded between Ulverston and Liverpool. On Friday, the 8th of October, 1858, she sailed from Ulverston under the command of Mr. Todd Greaves, a youthful captain, only 21 years of age. In addition to the master, her crew consisted of John Briggs, James Park and William Penny, and she had on board as passengers, Mr. Lucas, hatter of Fountain Street, prospective father-in-law of Mr. Todd Greaves, and who was going to Liverpool for the purpose of buying furniture in view of the marriage of his daughter, and William Woodhouse, a young apprentice carpenter from Liverpool, who had been on a visit to friends in Ulverston. The tide was about midday, and other vessels were sailing by the same tide, notably the "Mary," piloted by Mr. Jackson Wilson, who, as it was getting late in the tide, advised Mr. Greaves not to sail as he would be almost certain to ground. His warning, however, was not heeded, and the "Delight" proceeded but grounded opposite

Raven Winder, between Cowpron Point and Chapel Island."

"It was a fine afternoon, and another small schooner named the "Alice and Ann," which had left Greenodd with a cargo of bark for Whitehaven, came through the viaduct (opened the previous year) and she also grounded, but much nearer Ulverston than the "Delight." The "Alice and Ann" was commanded by Mr. Robert Simpson, with Mr. John Gracie, as mate. When the tide had ebbed out, leaving the two vessels dry on the sand, Captain Simpson proposed that he and Gracie should go and keep those on the "Delight" company, but as it was likely to be dark when they returned, they thought it prudent to hang the mast head globe light up, so as to find their vessel more easily."

"This would be about 5-45 p.m., and whilst preparing the lamp a most vivid flash of lightning occurred, followed by a terrific peal of thunder, which shook the vessel from stem to stern. The captain remarked:—"I doubt it is going to be a dirty night. I think we had better stay aboard." They got out their anchor with all available chain and prepared for the returning tide. A gale sprang up from N.N.W., and with the flowing of the tide the "Alice and Ann" managed to get to a place of safety across Ulverston Pool, where she rode out of the gale."

"When daylight appeared, the mast of the "Delight" could just be discerned, with a list to starboard. Simpson and Gracie left their vessel, and went to Ulverston, calling on the father of Todd Greaves, who was a lath-river, and lived in Sunderland Terrace. They told him the "Delight" had not got away, but whether anything had happened to her they could not say. He seemed apparently unconcerned and merely remarked that "it was the lot of sailors to be drowned." Thinking him unsympathetic, they went and told Mr. McKay,

who simply replied: "Then there is another good little vessel lost."

"In the morning a number of carpenters were going to their work at Mr. Schollick's ship building yard at Canal Foot, and amongst them Mr. Robert Benson and his son John, and from the canal bank they could see there was something amiss with the "Delight." When they reached Canal Foot they met Mr. John Wilson, afterwards lockmaster, who was then a young sailor on the "Tom's Whim," which latter was lying in the basin near the Canal lock. He had been on the pier head, and thought he could discern someone in the rigging of the "Delight."

"They next went to Mr. Wilson, manager of Mr. Schollick's yard, who brought his telescope to bear on the "Delight," and clearly saw some persons in the rigging. He procured Jackson Wilson's dingy, and taking two apprentices with him, John Benson and John Threlfall, they proceeded down the channel to the wreck, where they found James Parker and John Briggs. It happened that William Penny and the youth Woodhouse had escaped in the "Delight's" cockboat, and were driven to Cark Beck, where they got shelter for the night. At daylight, Penny proceeded to the wreck where he met Mr. Wilson and assisted John Benson to carry the two men, Briggs and Parker, across the channel, whence they made their way to Bardsea, and were taken to Ulverston."

The wreck was afterwards purchased by Mr. Edward Hudson, spirit merchant, of Ulverston, who employed Mr. Wilson, of the Canal Foot Shipbuilding Yard to raise her, and who, with the assistance of two vessels named "Tom's Whim" and "Mary," and a small schooner, named "Calder" as tender, made an unsuccessful attempt to do so. The wreck became hopelessly embedded in the sand. A few articles, including Captain Todd Greaves' basket, containing butter, etc., some shirts and spoons

were recovered from the cabin. Her cargo of iron-ore could not be moved. The deck of the "Delight" was removed sometime later by order of Admiral Barnett.

Another maritime disaster which Ulverston experienced a few years prior to the above was the disappearance of the schooner "Augusta." She was built by Mr. McKay at Petty and Postlethwaite's yard, and was in the Glasgow trade. A comparatively new vessel, having only been launched a short time, she was commanded by Captain Isaac Myers, son of the late Mr. I. Myers, of Old Hall Farm, Ulverston, an experienced navigator. When off the coast of Scotland she disappeared in the night, and no trace was ever found of the crew, vessel, or cargo. It was supposed that in the darkness she had approached too near the shore, had struck a rock beneath her water-line, filled rapidly and gone down in deep water. Captain Myers left a widow and family in Ulverston. Two of his brothers perished with him.

It is recorded in 1849, that as the "Flower of May" schooner, was lying at Greenodd without being moored, and the two hands left on board fast asleep in bed, she took the liberty of stealing off with the flowing tide. Being night time, and the men on the schooner probably not perfectly aware of her whereabouts, she managed somehow or other to flounder on a sandbank, where she had to remain for some days. However, after having been got off, she was proceeding down the channel, when to complete the chapter of accidents, she most capriciously ran into the flat "Ellen" going up, which she completely swamped. The accident it was alleged, was occasioned from want of due caution being exercised, as had the "Flower of May" lowered her sails and dropped her anchor in due time, which easily might have been done in open day, the misfortune might have been prevented, and the owner of the "Ellen"

preserved from a loss which it was supposed he would be ill able to sustain. The old account continues, "It is our duty to remark and to praise the ready alacrity evinced by the inhabitants of Greenodd and the crews of the different vessels lying there in this mishap, as had less prompt assistance been rendered, in all probability the "Ellen" would have been totally lost."

In December, 1862, as the flat "John Bull," Edmondson, master, was passing though the railway opening (Tridley) for Greenodd, she struck against the guard and stove in her bows. After sailing a short way, she filled with water and soon disappeared from sight. It appears that she was engaged in lighting a schooner, lying at Piel, laden with coal for Greenodd, and unable to get up to that place owing to her draught of water.

A strange old one-masted ship plied regularly to Ulverston. She was named the "John and William," John after John Long, paper-manufacturer at Ulverston and Penny Bridge, and William after William Hadwen, paper-manufacturer at what is now the Candle Factory in the Ellers.

The following notice relating to the sale of the ship "Penny Bridge" was issued in 1809:—

"Sloop, "Penny Bridge."—Articles of Sale.—2nd January, 1809. To be sold in public Sale to the highest bidder or bidders by John Wilkinson, of Penny Bridge, in the parish of Ulverston, Lancashire, Gentleman. All this his Sloop or vessel called the Penny Bridge with her tackle and implements, etc., thereunto belonging now lying at Greenodd, the said John Wilkinson, Master, and is proposed to be sold on the following conditions, viz.—That the Seller shall and will make a Bill of Sale to the purchaser or purchasers thereof, at any time on or before the fourteenth day of February next. That such purchaser or purchasers shall pay the whole purchase money on or before the said fourteenth day of February

next, on having a Bill of Sale, or Transfer, made thereof, at his or their own Expense. The purchaser or purchasers to pay the Auction Duty on demand. The purchaser or purchasers to have immediate possession of the said Sloop, Tackle, etc., on giving Security if required to the satisfaction of the said John Wilkinson. And William Lawrenson of Poulton, in the Fylde in the county of Lancaster, Mariner, having bid for the whole of the before mentioned Sloop, Tackle, etc., as she now lays at Greenodd aforesaid, the Sum of Seventy Six Pounds of lawful British money was declared the purchaser thereof, subject to and on the conditions aforesaid, and both parties agree to the same as witness their Hands (Sd.) John Wilkinson, W. Lawrenson."

Chapter V.

SOME ULVERSTON CAPTAINS, SHIP-CARPENTERS, ETC.

The following reliable list of Ulverston captains, chronologically arranged, was compiled by Mr. John G. Blacklock, who was for many years connected with the *Ulverston Advertiser*. Some of the captains in the list were alive at the time it was prepared, notably Michael Redhead, who was then 88 years of age.

"Sea captains who were residents of Ulverston:—William Robinson, James Cannon, Oliver Haddock, William Bouskill (Bardsea), Patrickson (Bardsea), John Brewer, Philip Priest, John Benson, William Turner, James Pearson, Henry Tyson, William Bond, William Sawrey, William, Richard, Edward and William Storey, Michael Redhead, John, James, Robert and Isaac Stones,

John Swainson, James Pernie, sen., John Pernie, James Pernie, jun., William Braithwaite, Peter Hodgson, James Crewdson, William Harris, James Gash, Mattex, Jonathan Cathey, Thomas Cathey, Joseph Burrow, Richard Hosker, John, Henry, John Henry and Isaac Holmes, John Anyon, George Porter, William Kitchen, Randal McLester, William Scott, James Scott, Matthew Wilson, John Taylor, Joseph Holmes, William Holmes, Peter Tipping, Henry, William and John Rawcliff, Isaac Myers, William Dixon, Benjamin, John and James Brockbank, Henry Robinson, John Clark, John Higham, Thomas Collinson, Isaac Kirkby, John Dobson, Edward Townson, William Winder, Isaac Ireland, Michael, Henry and William Bond, John, Thomas and Hugh Iddon, Richard, Robert and Thomas Charnley, George Anyon, Edward Kendall, James Geldard, Charles Edwards, Bateson Tyson, Thomas Gaulter, Samuel Nicholson, John Parker, John Barker, Robert Wilson, John Soulby, Todd Greaves, George Ullock, Thomas Huddleston, William Sands, Pickthall, John Pickthall, Hugh Edmondson, James, Thomas and James Fairclough, and Robert Edmondson."

A friend, Mr. Richard Storey, who lives to-day in Ulverston, where he has spent his 73 years, has been closely connected with its life history and changes, and especially its shipping. Mention has been made in previous chapters of his grandfather, James Storey, who was captain of the "Ant" and afterwards of the "James," both Greenodd-built vessels. His father, Edward Storey, was for 40 years captain of the "Brothers," and his uncle, Richard Storey, was captain of the "Tom." When his uncle died it was recorded that "Captain Richard Storey has passed away. He was another of Ulverston's lost type of mariners. It would seem as if a life at sea imparted kindly dispositions, for Mr. Storey may be said to have had the respect and

esteem of all who knew him, and there were many." After retiring from sea, Captain Richard Storey did other work and notably was in charge of the Ulverston Rope Walk at Sandside. His books, which are still preserved by his daughter, give details of the ropes and riggings made and prepared for very many of the Ulverston ships. The present Mr. Richard Storey possesses a book which was printed for private circulation only and which must have cost many hundreds of pounds to produce, as it is on hand-made paper and is beautifully illustrated. It is entitled *The Memoirs of the Storey's of the Four Counties of Northumberland, Cumberland, Durham, Westmorland, and such parts of Furness wherein a branch had settled.* The public benefactions of the Storey family in, and about Lancaster, are of too great a magnitude for any bushel to be found large enough under which to hide them. When the Storey *Memoirs* were being prepared, a local vicar was applied to for certain facts from the church register. These were found and forwarded with a courteous note pointing out a big debt on his church, and stating that any assistance would be welcome. The reply was a cheque for £50. Very few know of this event, as the donor desired that his left hand might not know what his right hand did. None of the Storeys despised religion or its teachings. Such was the breed of the Captains of the "James," "The Brothers" and the "Tom."

Captain William Holmes was born in Ulverston on June 17th, 1829. He worked as a boy in the local cotton mills. At 16 years of age, he was indentured for four years as an apprentice sailor with Captain James Stones of Ulverston, who was then master of the schooner "Dona," of Ulverston. For remuneration he received £6 for 1st and 2nd years; £7 for third year, and £10 for fourth year. He was taught his business or trade of a mariner or seaman, and provided with sufficient meat,

drink, washing, lodging, medicine, with medical and surgical aid and advice. He was required to find bedding, wearing apparel and other necessaries. His indentures were signed, sealed and delivered at the Custom House, Newport, Mon., Sept. 5th, 1845. At the close of the period, the indentures were delivered to the apprentice, endorsed by Captain James Stones, who certified that William Holmes had acquitted himself with credit and could be recommended as a seaman, dated June 12th, 1849. In 1862, we find him at Lisbon as captain of an Ulverston ship, the "Edward Stonard." This fine young Ulverston captain was accidentally killed on April 22nd, 1868, when crossing the railway to his ship at Birkenhead. He was educated at the Ulverston Town Bank School, and resided at 29, Sunderland Terrace, Ulverston. He was taught navigation by Peter Tipping.

His brother-in-law, Captain James Geldart, lived to a great age. He was well-known in Ulverston and Barrow. At one time he was captain of the "Ellen and Sarah," and he took charge of the "Hodbarrow Miner" when she first left the Ulverston Canal.

Several excellent portraits of Ulverston Captains are given in some of the issues of *Mackereth's Year Book*. This annual was started about 1894 by the enterprising firm, the founder of which was Mr. H. Whittaker Mackereth, and continued by his genial, business-like and witty son, Mr. G. H. Mackereth. By the year 1898, the book had grown beyond the limits of private enterprise and became *The Furness Year Book*, and in 1903, the tenth edition was issued jointly with Mr. W. Holmes of the Otto Printing Works, in connection with the *Ulverston Advertiser* for the first time. The portraits, like all other parts of the volumes, are splendid and include "Worthies" and "Workers." The 1898 edition gives views of Barrow in 1847 and 1867. The 1899 issue exhibits lifelike portraits of old Townbankers, and that

of 1900 gives William Brocklebank, the Ulverston shipbuilder and timber merchant. In 1901, there is a striking view of the Leven Viaduct, and in 1908 the photograph of dear old Richard Storey, who was so long the captain of the "Tom," and later in charge of the Rope Walk, and afterwards as a leisure time occupation, was blacksmith's striker at White's Anchor Smithy. There is also in that number the portrait of Captain Brockbank. The volume for 1903, announces the death of Captain Henry Holmes, of the "Kate," who was a true Ulverstonian, and as bright and happy a personage as one could wish to know. He lived to 75 years of age. There is too, a pleasing portrait of Captain John Poole. A later issue contains a splendid view of Canal Foot and the Dock Gates.

Captain Swainson, after retiring from sea, became a ship-rigger and assisted in fitting out many of the Ulverston-built vessels, working in the Rope Walk at Ulverston.

Captain John Brewer, whose baptismal entry is at Ulverston, 1797, January 17th, "John, son of Ralph Brewer, mercer," spent his latter days at the house at the bottom of Sunderland Terrace, next to Canal Street. In his garden he had halyards erected and the Union Jack and other flags flying on all Ulverston gala days, and especially on the occasions of ship launches. He spent most of his time at White's shipyard, and was always one of the favoured few to have a first peep at the drawing board when a new vessel was being draughted. Many old Ulverstonians will remember his flags flying at Sunderland Terrace. Captain Brewer was a dear old gentleman, although some of those who sailed with him recollect that he could be stern and exacting as to duty; but his life was one of enjoyment of the sea and shipping. He took particular care that his best friends were regularly supplied with Scotch herring. Captain J. Brewer sailed

the "Lorn," and after retiring from sea was for a number of years shipping agent, ship chandler, agent for Rope Co., Hindpool, Barrow, and for Harrison Ainslie and Co. William White kept the stores under him, building boats in his spare time, just before commencing shipbuilding at Ulverston. Captain Brewer was succeeded at the Barrow Stores about 1860 by Mr. James Geldert, who was well-known and is remembered in Barrow.

Captain Brewer's son, named John after him, was also a worthy Ulverstonian, and at his death, it was recorded that he was Ulverston's oldest tradesman. His drapery business was in succession to Town and Fell, established in 1798. He will long be remembered as Chairman of the Ulverston Lecture Association, and for the commendable lead he took in gatherings of old inhabitants for supper and a chat on old times, in connection with Messrs. Crossfield, Settle and others. On March 5th, 1901, there was an old men's supper at the Temperance Hall, promoted by Messrs. Brewer, Settle and Crossfield, when 13 were present, with an average age of 78½, a total of 1,023 years. Never was a happier idea suggested than such a gathering.

On November 27th, 1901, a tradesman's association for Ulverston was first formed.

The Ulverston Lecture Association, which is to-day one of the town's most popular institutions, was established by the Rev. Frances Evans. Mr. Brewer was chairman and Mr. R. Pennington hon. secretary for about 40 years. The Rev. F. Evans also founded in Ulverston "The Young Men's Mutual Improvement Society" in 1845, and in 1847, "The People's Library." (vide *A Few Furness Worthies*, by R. Casson.)

The following is an extract from a letter from "an old salt from the old town of Ulverston":—"As Mr. White was the last Ulverston shipbuilder, I think I may claim to being the last Ulverston sailor. There are a

few still alive, but they have all retired from the sea years ago. Many of the old Ulverston vessels I have known, and some I have sailed in, the last being the old "Ulverston" herself with Captain Bate Tyson. Some of the earlier captains I have only heard of, as they were before my time, but the later ones I know very well. My uncle, who was one of the hands in the memorable first voyage of the "Kate," was drowned when the "Polly Williams" was run down in the Mersey. My father (Robert Wilson) was saved, and is to be seen at any time on the North Lonsdale Iron and Steel Co.'s pier at Ulverston. At present I am lying to an anchor in the Mersey." . . . . . John J. Wilson.

Here is another letter from a genuine Ulverston "old salt":—"In my opinion the sailor of to-day is not comparable to the old sailors we used to know. The captain of a smoke-stack does not think of his boat, as did the master of an old wind-jammer which was virtually a member of his family, and woe betide the man who derided his vessel. If she had fine lines she could beat anything on the ocean, and if she was built like a hay-stack she required no ballast. No matter what her rig or build she had her good points somewhere. From the crew's point of view a ship was a "good ship" or a "bad ship" according as to whether they had "plum duff" or not for dinner on Sundays."

"In days gone by Barrow Bank used to be a great rendezvous for vessels sheltering owing to stress of weather. On a Sunday morning if the tide had receded, the captains would congregate at some part of the Bank, the crews doing likewise, to discuss the good points of their own particular ship. This was the chance for the cook of a "bad ship." He would watch his opportunity, make his way aboard of a "good ship," pinch the duff out of a boiling pot and off back again as quickly as possible to his own forecastle, where the crew would have a

regular beano, the stingy old captain being left out, of course. What the other crew thought and said must be imagined, but not printed."

"P.S.—I was with Captain Crewdson when he made the eventful voyage from South America in the "Mary Barrow," when out of a crew of six, two died, two were laid up with yellow fever, and only two were left to work the ship for five weeks, in 1894."

Jack Pickthall sailed with Captain John Henry Holmes, both being Ulverston men. They were having jam roly-poly for dinner, and, as everyone knows, there is not much jam in the ends. When Jack, who was cook, had put the pudding on the table, and the captain was going to serve out, he looked at Jack, and said, "Let's see, Jack, tha' doesn't like ends, does ta." Jack, thinking of the jam, says "No, sir." "Well, then," says the captain, "There isn't any middle," and cutting the dumpling in halves, slipped one half on to the mate's plate, and the other on his own. In relating the tale, Jack said, "I did look d . . . . soft."

Mention has been made already of Captain Peter Tipping, who was a teacher of navigation in the Ellers. Some will remember Mr. William Rigg, who had a school in a cottage up an entry at the bottom of Sunderland Terrace. A friend writes, "I was one of his youngest scholars in 1867, and remember seeing seven or eight young men moving models of vessels about on the table under Mr. Rigg's instructions whilst he trimmed photographic prints and mounted them on cards for Mr. Williamson, a photographer, living near, and whose frames I often saw in the window or on the window-sill outside on my way to and from school." The entry is there still as of yore when it was named Squeeze-gut Alley.

One of the best known teachers of navigation was Ben Swainson of Penny Bridge. He lived at the bottom

house in Penny Bridge near the old now-disused smithy (Bowerbanks). Once Ben had a pupil under tow, tracing the voyage of a ship on the chart, and when he came to the end, Ben asked, "and where have you landed?" On being shown, the teacher said, "You've made a d . . . d fine landing. You've landed at the top of Gummershow." A book could be filled with rough tales of Ben Swainson, but they would hardly be printable, as his general language favoured Geordie Kirkby's, only more so.

It is unlikely that anyone now living will personally remember any earlier Ulverston shipbuilder than Joseph McKay, manager for Petty and Postlethwaite. On week days he wore a tall hat, knee-breeches and a rather long green coat with brass buttons. He was never called "owt" but "Owd Joe." He was an experienced carpenter and shipbuilder, and a beautiful letter writer. Many droll stories are told of "Owd Joe." Groups of captains would sit on logs in the shipyard and yarn about large planks and big pieces of timber that they would suggest had made their disappearance through the night; the old manager overhearing would soon fly into a tantrum, and, dancing about in his eccentric way, would exclaim "Aye, its old M . . . K . . . , he will soon swallow all the ship and timber yard as well."

A certain carpenter was a good hand at his work and knew it, but he spent a great deal of time on the spree, very often to the annoyance of Mr. McKay. The manager was, however, at last "fed up," and told the delinquent that he would have to attend better to his work or they would have to part company. "Oh, indeed," said the carpenter, "but you can't do without me." "Suppose you were dead?" retorted Joe. "Well, then you would have to do." "All right," said Joe, "for the future you are dead at our office," and the carpenter's services were ended there.

The carpenters were at times put in charge of the ships as captains or mates. On one occasion a carpenter from Cumberland had been given a berth, but Mr. McKay wished him to remain working at the yard, and refused to pay him the few days' wages owing to him before the ship sailed. High words passed between them, the carpenter winding up with "Thu auld sinner, I would put thee inta' t'canal, only nobody would pull thee out."

Here are some of "Owd Joe's" letters:—On March 18th, 1853, Petty, Postlethwaite and Co., wrote to Messrs. A. Ritchie and Co., Quebec:—"You will please load the Angus (Captain Davidson) on our account, as per agreement dated 1st March, 1853, with good clean white pine timber, 100 deals, and 10 cords of good 4 ft. Hemlock Lathwood, as per charter party."

"You will perceive the agreement was for 400 deals, but I could not prevail on the owners to take so large a quantity; therefore the charter party is as above, and I request you will ship the 100 deals and ten cord of lathwood as above; and as I give you the preference I do expect you will send us good clean timber, etc."

A letter between the same parties dated 30th August, 1853, reads:—"We have now landed the Ant's cargo from Ristigoushe, and find it very satisfactory, and if you can get us a small vessel, say 11 ft. water-draught, but not to exceed 12 ft., at a price which I shall name below we will take another cargo same as the Ant's, viz:—pine 14 inch at 16s., 50 spruce deals at 50s., 50 pine deals at 55s., and six cords 4 ft. cedar lathwood at 22s. 6d., and you can conclude a charter party for us as follows:—The cargo to consist of pine timber, six cord of 4 ft. lathwood, and 100 deals; and being so laden, the said master with the said ship and cargo shall with all convenient speed proceed into Ulverstone Canal, and there deliver the same to the order of the Freighters. In consideration of which the said freighters agree not only

to have ready to put on board the said ship the said cargo, but also to pay or cause to be paid the said master or his assigns for the voyage aforesaid, freights as follows:— For timber per load of 50 feet customs calliper measure, forty-three shillings; deals per Petersburgh standard of 660 superficial feet of three inch, eighty-six shillings; lathwood per fathom of 144 feet, twenty-eight shillings and eightpence. One third of the freight to be paid in cash on arrival, and the remainder by a good and improved Bill on London at four months. The owners to find cash for disbursements at Ristigoushe. If you can engage a vessel of the above description at the terms named please do so, and advise me when you have concluded the agreement. Joseph McKay, for Messrs. Petty, Postlethwaite and Co."

On 15th September, 1853, he writes to J. Rimmer, Hesketh Bank, near Chorley:—"According to your wish I send you account for the Rose. As you want a vessel, I have no objection to sell you the schooner Hope, she carries a large cargo, say from 90 to 100 tons, but perhaps the price would be more than you would wish to go to."

In 1854, the Ulverston firm received a cargo of timber of very inferior quality *per* the "Julia" from Dalhousie, and some very downright letters passed in regard to it. In order not to weary the reader the concluding part only may be quoted:—"We have opened some logs this day (1st September, 1854), which are nearly good for nothing; they are here to be seen. I must candidly say you have used us very ill, and the most honourable way for a respectable house like yours to have done, was at once to have made such an abatement on the value as would give us an article worth the money we paid; we wanted no more, and you, I think, ought to have given us no less. However, I shall trouble you no more on this unpleasant subject."

A letter dated 20th May, 1856, in the excellent handwriting of Mr. Joseph McKay is of special interest as it shows the builders, date, owners, etc., of the "Esther Ann," a schooner very well remembered by older Ulverstonians, the captain of which was John Mount, father of a recent chairman of the Ulverston Urban District Council. The cost of the "Esther Ann" was £1,300. The letter runs:—"Please send us eighty fathoms 5-16 ins. chain, forty fathoms 3-8 ins. ditto., and forty fathoms 7-16 ins. ditto., all best best short linked; you can ship the above with the chains and anchors for our new schooner "Esther Ann" by our trader "Ant," which is now taking in goods at Liverpool, and by which we sent you the samples of iron (from Ulverstone)."

It may be added that the chain arrived at Ulverstone, but was not up to the standard for the builders (Petty and Postlethwaite) who wrote:—"The chain we usually get from you is very good, but that received per the "Ant" is only common chain and we return it, and will you please send to us 40 fathoms of best best by her, in the room of this."

The following two letters were addressed to a firm at Tarleton:—"April 23rd, 1855. Herewith you have our account for repairing your vessel, the "Lord Stanley," which I would have sent you before, but your captain promised me he would call and pay it; but as he has not done so, I request you will settle it this week, as you are aware it ought to have been paid long ago." The amount of the "Lord Stanley's" bill was £12 15s. 2d.

"25th April, 1855. At the time we repaired you the "Lord Stanley" on our slip, we had three vessels wanting to come on which are constantly repaired with us, but as she was making so much water, to oblige your captain I took her on the slip first; and now, after accommodating you to our inconvenience you complain. However, if not paid in a month from this date we must enforce it,

although contrary to our inclination; and do request when your vessels again want repairs to take them to some other place, and so prevent any more unpleasantness.—Joseph McKay, p/p Petty and Postlethwaite."

Amongst ship carpenters working for White's in 1864-5, were:—John Pearson, John Proctor, William Stables, Matthew Silver, William Dawes, James Storey, Ben Deason, J. Barker, James White. In 1871, the workmen were:—Thomas Barnes, Thomas Leece, William Hayton, John Anyon, Robert Anyon, Will White, William Makinson, carpenters, J. Silver, Matthew Silver, Wilson Silver and David Silver, sawyers, . . Fisher, and James Booth, joiners; and to these were added in 1873, J. Taylor, John Benson, and Randall McLester, carpenters. Amongst those employed later were:—Martin Wallace, T. Quayle, J. Collins, J. Thompson, Nat Watt, Dick Jeffries, . . Hensal, W. Nicholls, J. Booth, T. Taylor and his son James, S. Dawes, W. Mount, Wilkinson Holmes, Mike Watt, Jacob Johns, senr. and junr., Jack Johns, . . Clark, carpenters, John Tebay and T. Penny, sawyers, Jonathan Whitehead and James Kellett, blacksmiths, J. Holmes, joiner, Turner Rudd, W. Walker, etc.

At this time Robert Cookson was a block-maker, and an adjoining stream was known as "Blockey-Beck," George Braithwaite was a sailmaker, working over Mr. Cookson's shop. Mr. Blackburn was also a sailmaker at the Canal Head. His foreman was "Barney" Banks, and John Benson, who served his time with him, afterwards took the business over. When it decreased at Ulverston, he removed to Barrow-in-Furness, where a demand had sprung up. There was an anchor smithy, at first a small building near the Canal side, but a larger erection followed at the corner of what is now Lund Road. There were tan pits near the anchor smithy.

One of John Wilson's carpenters went to be foreman at the shipyard or dockyard at Newark-on-Trent, for the

Trent Navigation. He was succeeded there by John Atkinson, of Ulverston, who died there in 1928, after over 30 years honourable service. Mr. Atkinson was born in Ulverston and served part of his apprenticeship with John Peet, at Canal Head, Ulverston, completing it at Barrow. Several old Ulverston ship carpenters have worked at Newark.

Ulverston carpenters have often worked at Fleetwood, amongst them being John Anyon, who died there, aged eighty-one, and Robert Anyon, who is still living there. *See plate.*

Chapter VI.

IRON INDUSTRY.

Sufficient has been stated in previous chapters to show that there was a period of noted activity in Greenodd, Ulverston and district. The principal cause of this was the discovery of iron-ore and its smelting into iron for the making of steel. The best iron for steel making was produced at the Newland Furnace.

The Backbarrow Iron Company shipped ore at Conishead Bank and Greenodd about 1700. The Newland Company shipped ore at Conishead Bank and Barrow. Many of the roads to the shore were made by the Newland Company. These, and the Duddon Furnace Company, were the only shippers of ore until about 1822.

Eighty years ago iron-ore was carted from Lindal and the mining district, through the town of Ulverston, to the Canal Head, there to be shipped to different parts of the world. It was also carted down the lane leading out of the Bardsea road to a pier at Conishead Bank by Wadhead Hill in consequence of which it is still called

OLD ULVERSTON SHIP-CARPENTERS.

John Anyon.

Robert Anyon

TO FACE P. 76.

Red Lane. At this time it was not unusual to see our streets a deep Indian-red colour from the droppings of ore from the carts. So also at the other end of the town it was not unusual to see lines of horses and carts laden with copper ore, which was at that time carted all the way from Coniston and deposited in a large yard at the Canal Head, there to be shipped to other parts. The fact of all this carting coming into the town from different points with such loads certainly gave to the district the semblance of wealth and richness which was looked upon with gratitude. On a sunny day the Greenodd road was wont to sparkle as if fine diamonds had been scattered along it. This was caused by the minute grains of copper-ore, having the appearance of a fine sand, which had dropped out of the carts.

It is truly wonderful how the recollections of the past cling to us and what happiness the recalling of them gives.

"When Time, who steals our hours away,
Shall steal our pleasures too;
The memory of the Past shall stay
And half our joys renew."

Quite a number of people can yet remember the long lines of carts on the roads, taking the iron-ore from Lindal Moor, Whitriggs, etc., to the furnaces at Newland, Backbarrow, etc., and the red marks of the ore are still traceable at farms on the route, for in those days most farmers carted ore.

From the autobiography of William Stout, of Lancaster, it appears that in 1689 he obtained iron from the bloomeries of Cartmel and Furness, there being then no furnaces erected for refining it. In 1709, much pig-iron was sent to Bristol and Wales to be drawn into bars and rods as at that date there were no furnaces for bar-iron. In 1717, war with Sweden caused Swedish iron to advance in price in England from £16 to £24 a ton, which led

to the erection of furnaces in North Lancashire and the making of rod and bar-iron. The foregoing dates furnish conclusive evidence that iron was not refined in Furness until after the year 1709.

The first iron-smelting furnace in the North of England or in Scotland, was erected at Backbarrow in 1711, and was acquired by the Newland Company in 1818.

The iron smelting was dependent on charcoal from the woods. The wood owners appear on various occasions to have had sad complaints against the iron-masters who seem to have been able to obtain charcoal at whatever price it pleased them to pay, so long as they agreed among themselves. About 1748, feeling was very strong on the subject and the largest woodland owners erected a furnace at Penny Bridge in this year.

The probable date of the Newland Furnace is 1770, and it was blown out on January 19th, 1891. The Nibthwaite Furnace was the fourth in the district.

The Newland Company, although probably not the oldest of the iron-making companies of Furness, is perhaps entitled to rank first among the local iron-makers of the 18th century. Established in 1735, it eventually absorbed the whole of the furnaces and forges of the district, and before the end of the century, had acquired mines considered then the richest and most profitable in Great Britain. The Company purchased the Backbarrow Woods in 1852.

It is of interest to note that Isaac Wilkinson, father of John Wilkinson, the famous iron-master, lived at Bare Syke, and was engaged in the occupation of "Pot-ffounder" at the Backbarrow furnace. He took the molten iron in ladles from the furnace direct to the moulds at his foundry on the opposite side of the road, where he manufactured box smoothing irons under his patent No. 565 of 1738. Later, in 1738, he was associated with three local gentlemen in the erection of a blast furnace

on the site of an old bloomery at Lowwood. The buildings were erected but within two years Isaac and two of the other partners disposed of the business to the remaining partner and the machinery for grinding and polishing smoothing irons was allowed to decay. Lowwood Gunpowder Mills now occupy the site of these works. The life and activities of Isaac Wilkinson are ably dealt with by Mr. H. W. Dickinson in his work *John Wilkinson, Ironmaster,* published by Mr. Hume Kitchen in Ulverston in 1914.

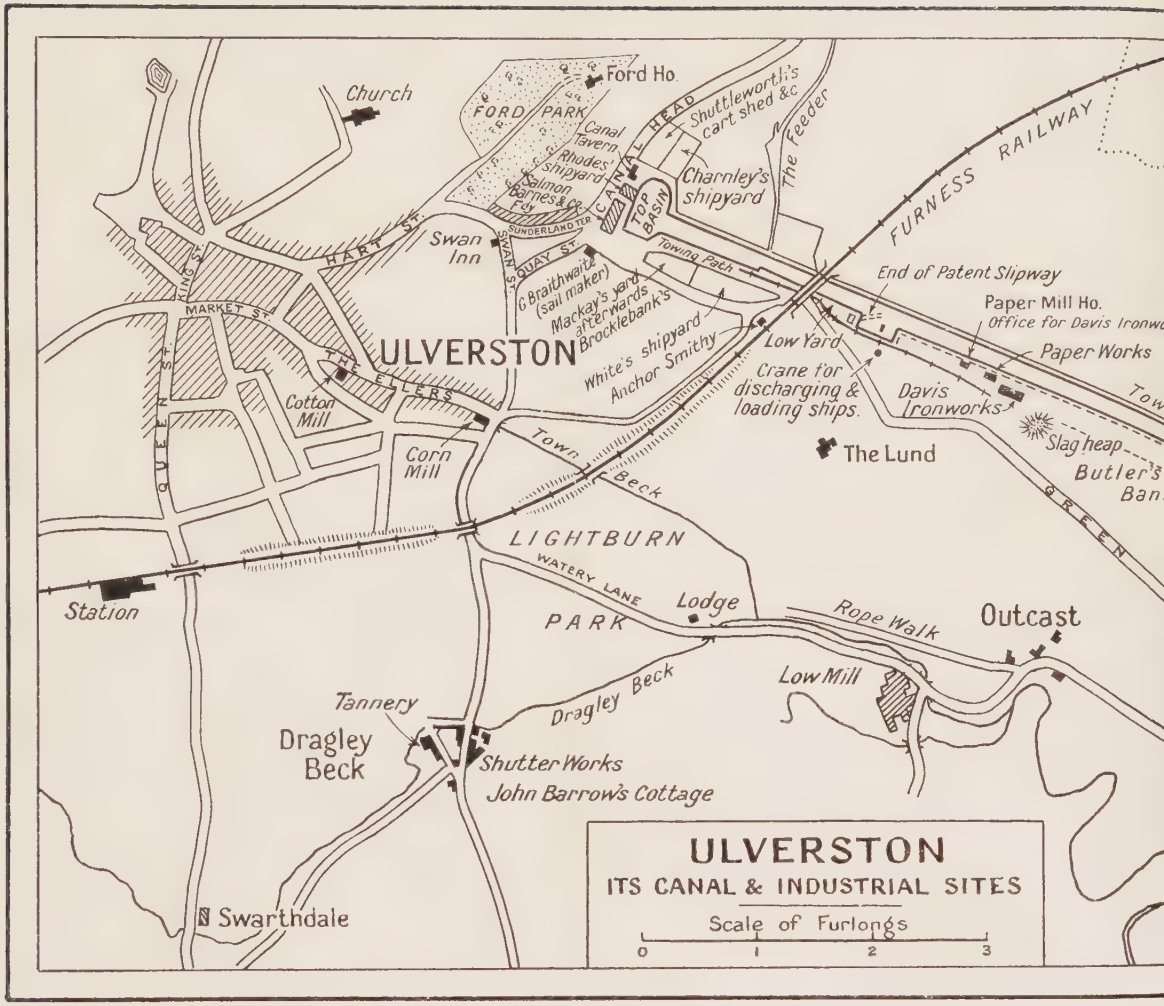
In 1899, Mr. John Pernie, then dock pilot of Barrow, stated that in 1827, when a boy of twelve, he first sailed from Cowp Scar, in the galiot "Ann," Captain Wilson, with a cargo of iron-ore carted from the mines at Lindal down the Red Lane to Conishead Bank. The ore was shipped to Bonawe on Loch Etive in Argyleshire. There, in 1753, a charcoal furnace had been erected like the one at Newland. After being smelted at Bonawe, the iron was brought back to Ulverston in the form of small pigs of ½ cwt. and 1 cwt. each, in five or ten ton lots, where they were shipped to Liverpool, and from thence sent by the traders to Brest and Harfleur, in France, for the manufacture of cutlery. Cargoes of charcoal were also brought from Bonawe to Newland, which points to the lack of it in Low Furness since 1827. Blasting powder was also brought from Melfort in Argyleshire for use in the local mines, and was stored in the Magazine at Headin How until about 1884. Mr. Pernie remembers Captain John Brewer, of Ulverston, who was also employed in the same trade by Messrs. Harrison, Ainslie and Co., owners and leasees of the charcoal furnaces at Backbarrow, Newland, Bonawe and Warsash in Hampshire. The pigs of iron were branded "Lorn," and the same brand has been used at Backbarrow and Newland for very many years, and was also used at Warsash.

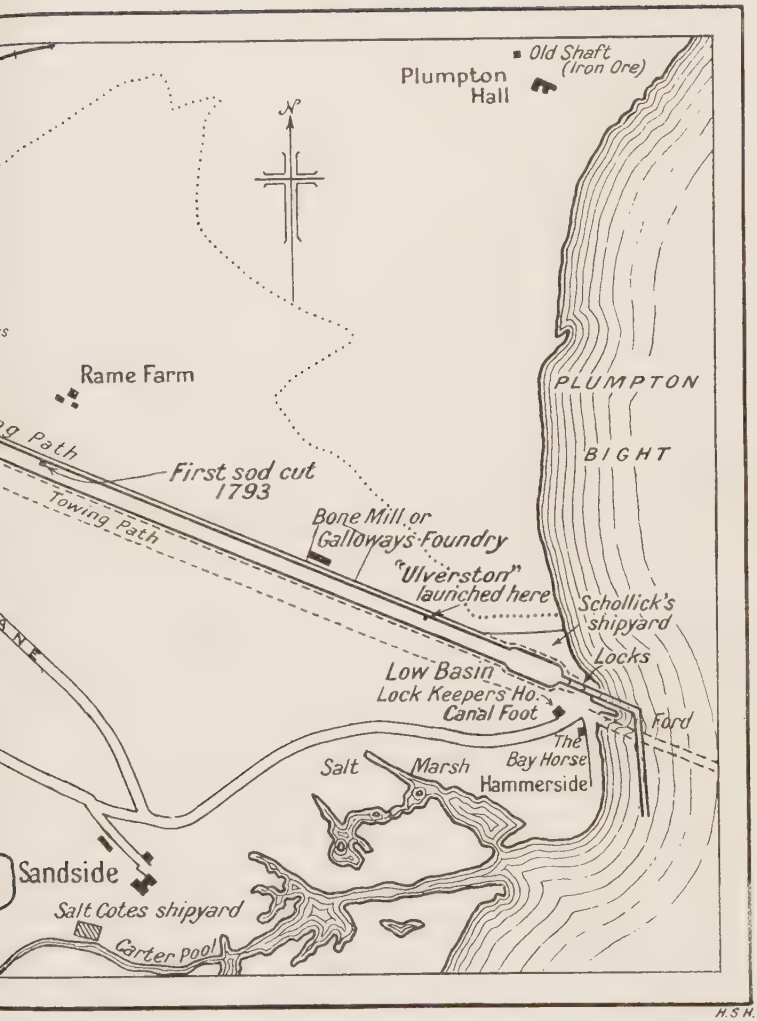
Captain John Swainson, of Barrow, stated in 1899,

(then aged 81), that he had been acquainted with the shipping trade of Furness since 1831, and recollected iron-ore being loaded at Conishead Bank from 1835 down to the time when it ceased to be carted there from Lindal, about 1861-2, and after the construction of the Ulverston to Lancaster Railway in 1857. The iron-ore after being carted from the mines, was wheeled down from the heap on the Bank to the schooners by the shore, and loaded therein through a porthole in the side. The vessels he remembered were the "Nymph," the old "Lorn" (Captain John Brewer), the new "Lorn" (Captain John Swainson, master for 33 years), the "Laurel," the "Backbarrow" (Captain William Holmes), and the "Warsash." The first ore sent from Furness to Warsash was that taken by Captain Swainson in the "Mary Atkinson," about 1866. In addition to iron-ore, pig, chains, etc. were exported. Chains and cables were forged at Sparkbridge by Messrs. Harrison, Ainslie and Co. for their own vessels.

John Dawson of Pheasant Field Crossing, retired platelayer and septuagenarian, likes to talk of old times and events. He is a great reader and knows well the district round. He was born at Sparkbridge and attended the old Penny Bridge School which is now an outhouse to Sodhouse Farm. He was one of those who marched down from the school to see the first train that passed over the Lakeside Branch of the Furness Railway from Ulverston to Lakeside in 1868. He has watched the discharging of the Coniston copper-ore from the warehouse at Greenodd. When about 21 years of age he was employed at the Newland Iron Furnace. At that time he worked 84 hours a week for the modest sum of 24s., when the furnaces were producing best iron for steel making at the rate of 21 tons weekly, worth £10 per ton.

Another old friend is Mr. Samuel Lee, who delights to talk of the old days. He says:—"I was born at Ulverston


Church
Ford Ho.
FORD PARK
Canal Tavern
Rhodes' shipyard
Salmon Barnes & Fly
SUNDERLAND TER
CANAL HEAD
Shuttleworth's cart shed &c
Charnley's shipyard
The Feeder
TOP BASIN
FURNESS RAILWAY
HART ST
KING ST
Swan Inn
SWAN SQUARE
QUAY ST
Towing Path
End of Patent Slipway
Paper Mill Ho.
Office for Davis Ironwks
MARKET ST
ULVERSTON
6 Braithwaite (sail maker)
Mackay's yard afterwards Brocklebank's
White's shipyard
Anchor Smithy
Low Yard
Crane for discharging & loading ships.
Paper Works
Davis Ironworks
Slag heap
Butler's Ban
THE ELLERS
Cotton Mill
QUEEN ST
Corn Mill
Town Beck
The Lund
GREEN
LIGHTBURN
WATERY LANE
Station
PARK
Lodge
Rope Walk
Outcast
Low Mill
Tannery
Dragley Beck
Dragley Beck
Shutter Works
John Barrow's Cottage
Swarthdale
ULVERSTON
ITS CANAL & INDUSTRIAL SITES
Scale of Furlongs
0
1
2
3


Old Shaft
(Iron Ore)
Plumpton
Hall
N
Rame Farm
PLUMPTON
BIGHT
First sod cut
1793
Towing Path
Bone Mill or
Galloways Foundry
"Ulverston"
launched here
Schollick's
shipyard
Locks
Low Basin
Lock Keepers Ho.
Canal Foot
Ford
The
Bay Horse
Salt
Marsh
Hammerside
Sandside
Salt Cotes shipyard
Carter Pool
H.S.H.

TO FACE P. 80.

on February 19th, 1846. My father was James Lee, a waller, who used to line the Newland Furnaces for Harrison, Ainslie and Co. The furnaces needed re-lining every two years with firebrick, so it was a constant job, but the pay was poor as all wages were low. My mother was Hannah Bell, and her father Samuel Bell, who sailed in the brig "William," which voyaged regularly to Ulverston. I haven't wrought for about 14 years now, but was at Stones' Shutter Works at Dragley Beck, under Mr. Phillips for 35 years. Before that I was blacksmith for the Plumpton (Ulverston) Iron Ore Mines, when William Cathay was the foreman. Previous to that I blacksmithed at Lindal Moor Mines. When Tridley Viaduct was constructed in 1857, I heated all the rivets for the job. When I was a youngster I worked half-time at the Low Mill Cotton Mill. We all worked at the Mill, as there was a big family of us, and my father's wages were not enough to support us."

In 1841, Messrs. Davis and Company took a floor at the Canal Side for exporting iron-ore. The Davis Iron-works occupied part of the site of the present Paper Mill, one of the buildings now used was the foundry for the Davis Company and here the "Ulverston" steam-printing machine was made. The patentee and inventor of the machine, patent No. 77 of 1852, was Mr. Stephen Soulby, who about 1847-8, commenced the first newspaper published in North Lonsdale—*Soulby's Ulverston Advertiser*, first monthly from October, 1847, and then weekly in 1848.

With reference to the "Ulverston" steam printing machine, a friend had recently written:—"I remember this machine very well, and if my memory serves me, it was named The Ulverstonian, and made by Mr. Wm. Dawson of Otley. The Wharfedale printing machine was the outcome of the Ulverstonian. The *Barrow Herald* was printed on an Ulverstonian by Mr. James

Waddington at the corner of Albert Street and Strand, and also the *Ulverston Mirror* by Mr. Wm. Holmes of Ulverston. The *Mirror* machine was purchased by the late Mr. S. S. Lord, then sold to Messrs. Geo. Pallister and Sons, Leeds, and was running until a few years ago."

The old foundry is mentioned in an earlier chapter as being the place where the yacht "Char" was built by William Beck.

On the Canal Side, towards the foot, stood Galloways Foundry. Here the ironwork for the Leven Viaduct was put together by Messrs. Galloways of Manchester, the constructors. There is still plenty of slag to be found on the site. Later, Quaker Wilson had a Bone Mill there, the loading stage for which still stands, though in a much dilapidated state. Other foundries in Ulverston were Messrs. Salmon and Barnes at Canal Head, and that of Mr. Briggs in Burlington Street.

In Division IV of *Furness Past and Present*, by Mr. J. P. Morris, there is an account of the search for coal at Rampside in 1869 and the following years. The gentlemen chiefly interested were Mr. Alexander Brogden, M.P., Mr. Henry Brogden, the Rev. Thomas Tolming, and the Rev. J. W. Kitchen of Oxford. The boring was conducted to a depth of 1,900 feet without success. This enterprise of searching for coal received every discouragement from Professor Sedgwick the eminent geologist.

Chapter VII.

OTHER INDUSTRIES.

Baines in his *History of Lancashire*, published in 1836, records that "the principal manufactures of Ulverston are linens, checks and gingham, sail canvas, ropes and hats. The domestic spinning of woollen yarns, once so

prevalent, has nearly ceased, while cotton manufactures have been established with success. At present there are two cotton mills in the town deriving their motion from the combined power of water and steam. At Sparkbridge in Egton there is a flax mill and there are smaller cotton works in other parts of the parish. Bleaching works have recently been established near the town."

Cotton manufacture was commenced at Ulverston by Colonel Mordaunt about 1781, and it is probable that he was the Colonel Charles Lewis Mordaunt against whom Sir Richard Arkwright instituted his memorable action for the infringement of his patent rights. Arkwright commenced proceedings against a number of cotton manufacturers but only one case was heard, that against Mordaunt, in the King's Bench in 1781. The defence of Mordaunt was that Arkwright's patent specification was obscure, unintelligible, and generally defective and insufficient. Arkwright lost the action and did not continue the proceedings against the other manufacturers.

An official return of 1835 shows that there were four cotton mills in the Ulverston district employing 474 persons. The population returns of 1831 state that 100 males were employed in cotton manufacture in the parish of Colton. The cotton mills were in the Ellers and at Low Mill, Ulverston, and at Backbarrow and Sparkbridge. Later a cotton mill was erected at Rosside where the dam and buildings still remain.

The old iron furnace built at Penny Bridge was used as a flax mill until 1861, when it became a paper mill and is described as such in the 1866 directory of Egton-cum-Newland. This directory also states that at Penny Bridge there is an extensive bobbin manufactory, 60 hands being employed; at Greenodd there are two steam saw mills, two good inns and a coalyard; a considerable trade is done here in shipping—the gunpowder manufactured at Low Wood being shipped from hence. It

also records that at Newland there is an iron furnace, a corn mill and a blacking factory. Macpherson in his *Annals of Commerce*, 1805, states that "at Newland Mill near Ulverstone, tow yarn for sack-cloth is spun by water machinery." This was about a mile up the valley from the site of the furnace; the buildings are still standing.

During the period of great briskness in shipping and shipbuilding every requisite for ships was made in the town of Ulverston and the neighbouring villages—ropes, chains, sails, anchors, and hoops for ship's masts (grummets). In 1824, there lived at Soutergate, Ulverston, Matthew Fell, mast hoop and grummet maker, and a building opposite Mount Pleasant Farm at Greenodd was originally built as a grummet shop. In Ulverston at this time were four rope and twine makers, named Downwater, Hellon, Hutchinson and Wm. Shaw. Messrs. Petty and Postlethwaite, who built most of the vessels belonging to the port of Ulverston, fitted them out entirely with anchors, blocks, sails, etc., manufactured in the neighbourhood. It is recorded that in 1851, no public meeting was considered complete unless presided over by Philip Hartley, Esq., Low Mill, Cotton Spinner, or William Postlethwaite, Esq., of Petty and Postlethwaite, Shipbuilders, Bankers and Wine Merchants.

The woods of the district gave rise to a number of other industries—charcoal, propwood for pits, oak bark for tanning, hoops, swill or oak spelk basket making, bobbin-turning, blacking, etc.—some now entirely disappeared and others altered by the changed methods and by the use of steam instead of water power. All the bobbin mills are situated near water power, also the blacking mills, etc.

Bobbin manufacturing seems to have been extensive, especially in the Hawkshead direction. The 1866 directory, states that "At Force Forge are two bobbin

mills worked by Messrs. Towers and Hodgson and Messrs. Walker and Gibson. At Troutbeck, near Cunsey, is another large bobbin manufactory worked by Mr. R. H. Fell. Colton parish and district has thriving plantations which are felled periodically and supply material for the various bobbin and hoop manufacturers of the district. Wood hoop and basket making are extensively carried on in the neighbourhood—at Haverthwaite, Finsthwaite and Rusland—and at Stott Park is a bobbin manufactory worked by Messrs. E. and W. Coward. At Nibthwaite are extensive bobbin works erected on the site of an ancient iron forge. They are carried on by Messrs. G. and W. Rushworth and Co. and give employment to upwards of 50 persons."

Furness is the centre for oak-spelk basket making. Swill making is the local term. The oak from which the baskets are made needs to be straight-grained, so that it will rive into laths or flat strips after having been soaked in boiling water. The laths are woven, the foundation being a rim of hazel or ash which has been boiled and bent into an oval. A good workman will easily make a swill that will hold water. This industry has flourished for very many years in Ulverston, Greenodd, Penny Bridge, Lowick, Haverthwaite, and throughout the wooded portions of Furness.

Hoop making is still carried on at Backbarrow, Hawkshead and Ulverston. Small hard wood rods are made into ship fenders at a water-mill at Sunny Bank, Torver, near Coniston.

Charcoal making is an old industry of the Furness District. When coppice is cut, any wood unsuitable for making swills, hoops, etc., is set aside to be burnt for charcoal. The hearth for charcoal burning is made with a pole in the centre and with small wood round it to catch fire readily when the pole is withdrawn. Pieces of wood are cut into about yard lengths and piled sloping

to the centre piece; then smaller sticks are added to form a dome-shaped erection about five feet high. The pile is then thatched with grass or sods and cemented down with damp earth. When the central pole has been withdrawn there is a hole like a chimney from top to bottom. The larger portion of this chimney is filled with cold charcoal which is lighted by a few hot embers dropped in. The object is to burn the wood through without flame. Any flame is smothered out by placing sods to check the draught and screens are used to keep the wind from the pit, while water is kept in readiness to check any signs of flame. Charcoal is made in most of the wooded parts of Furness and especially about Backbarrow and Low Wood district. It is chiefly used in the making of gunpowder and the production of the best iron.

Brushmaking too is an old Furness industry. The family of Taylors, Ulverston, have for long been noted brushmakers in several places in the town, notably at Ure Mill and later at the Old Cotton Mill in the Ellers. This firm not only completed brushes of many varieties, but were also turners of brush sticks, handles, etc.

A will, dated 1751, reads:—"I give and bequeath my Bark Tanhouse, Tanyard, and my Tanning Tools, in the Ellers, in Ulverstone, to my son, etc." Tan pits were then and afterwards active in Dragley Beck and several parts of Ulverston, at Greenodd, Penny Bridge, Sparkbridge, Nibthwaite, Barkhouse (at Lowick) and Hyde (i.e. hide) Park (Lowick).

The following notice issued in November, 1847, describes the old Corn Mill in the Ellers:—"Ellers Corn Mill, Ulverston. To be let by ticket, from year to year, or on lease all that newly erected water-power corn mill, retail shop, and warehouse, situated in The Ellers, in Ulverston, together with drying kiln, lock-up yard and stables, and every requisite convenience. The premises

are newly erected, commodious, light, lofty, and well ventilated. They contain four pairs of stones—viz, two pairs of new French burrs (one pair of which are patent ventilated), one pair of shelling, and one pair of meal stones, together with wheat screen and the usual finishing machinery, the whole of which is fitted up with the recent improvements, and in the most substantial manner, and driven by a powerful new iron water wheel 14 feet in diameter, 5 feet 3 inches wide, with about 11 feet 2 inches fall. The kiln will dry 20 bushels of oats at once."

"The premises, being situated in a town where there is a good grain market, and the mill, shop, and warehouse being in the same building, the usual expense of carting will be almost entirely saved; the situation is excellent, as there is a great ready money consumption of meal, flour and horse provender in the immediate neighbourhood."

"Tenders will be received by J. Briggs, ironfounder, Ulverston, who will show the premises, or Mrs. Baines, Fountain Street, the owner, until Tuesday, the 30th November, 1847, and the taker will be declared on the following Thursday."

The Low Wood Gunpowder Works, which have been previously mentioned in connection with the import of raw materials, and the export of gunpowder, were established in 1799. The Black Beck Gunpowder Mills in the township of Colton (East) were established in 1862 by Messrs. F. C. Dickson and Co. The local *Mirror* of December 22nd, 1860, announced—"We are informed that A. B. Dickson, Esq., of Abbots Reading, has signified his intention of applying at the next general quarter sessions, to be held at Lancaster, on the 31st inst., for license to erect gunpowder works at Blackbeck, which is on the Abbot Reading Estate. The local gunpowder works have recently been taken over by the great combine,

Imperial Chemical Industries, and the industry is now concentrated at Low Wood.

One of the earliest printers in Ulverston was John Soulby. The first of his publications that has come under notice is *Rules, Orders and Regulations to be observed and kept by the members of a Friendly Society in Ulverston, instituted 26th April,* 1779. The date of it is 1795. Another of Ulverston's early printers was George Ashburner. His name appears as a printer in 1805. He printed Close's Edition of West's *Antiquities of Furness,* 1805, and *The Principles of Christianity,* 1806. The names of both these printers are to be found in the *Westmorland Advertiser and Kendal Chronicle* of May 1st, 1813, as agents for Dr. Boerhaave's Red Pills, stated to be famous throughout Europe. In passing, it may be noticed that this was more than thirty years prior to the publication of the first newspaper in Ulverston.

The following is the title page of one of G. Ashburner's publications:—

Ashburner's
New
Vocal and Poetic
REPOSITORY:
A collection of
Favourite Songs
and
POETIC FUGITIVE PIECES;
Interspersed with a Variety of
Comic Stories and Tales,
OLD SERMONS, EPIGRAMS, Anecdotes
etc.
Selected for their merit, or whimsicality, and not included
in the THESPIAN GLEANINGS
WITH MANY ORIGINALS

BY
QUEERY QUEERUM, ESQ., A.S.S.
CONFIDENTIAL SECRETARY
TO THE
LORD CHIEF JUSTICE JOKER.

ULVERSTON;
PRINTED BY G. ASHBURNER.
1820.

One of the oldest businesses in Ulverston, and one which is still flourishing, though on the opposite side of the Market Place to where it was originally established, is that of Riley's, the tobacconist. The firm are reputed to be the oldest tobacco manufacturers in the country. They used to receive hogsheads of tobacco leaf by the good ship "Tom" when Captain Richard Storey sailed her, and by the "Brothers" under Captain Edward Storey. The business is now conducted by Mr. Pernie, who married into the Riley family, and who has been much connected with sailors. This firm still exhibits the little black man with the long churchwarden pipe who was the oldest gentleman to look down on H.R.H. The Prince of Wales, when he recently visited the town and district, and inspected the returned soldiers, heroes from the Great War, 1914-1918, who were commanded by Major Barnes at the time.

The grandfather of a friend who belonged to Swarthmoor on one occasion bought a box of tea and sold it to the neighbours there. This was really the origin of the flourishing Swarthmoor and Ulverston Co-operative Society with its numerous branches to-day. Its first premises were in a lobbied house at the bottom of Market Street, in which a big window was placed. The grocery business was in the parlour and the storeroom was behind. It was managed by Mr. and Mrs. Lawson, the latter baking

the bread and currant loaves in the back kitchen. The milk was brought from Mr. W. Barton's farm at Outcast. The drapery was kept in the front bedroom. Our friend remembers helping to grind the coffee there.

This friend also gave vivid descriptions of some old Ulverstonians. Mary Hutchinson had a shop opposite The Weint, a rare place for black puddings, treacle toffee and gingerbread donkeys for "Fair Times." Betty Ormandy lived in Back Ellers and baked oatcakes (haver-bread), baking a huge basketful for a few coppers, the meal having been first bought and brought from the Ellers Mill. Then in Tyson's Square was Mary Thornbeck's oven house, where a good business was done, especially on Sundays, cooking dinners, baking bread and other things. There were not many ovens in cottage houses then, and it was frying or stewing through the week, but a dinner of roast beef and potatoes on Sundays was popular. Mary kept her accounts behind a pantry door in the oven house. The charge was 3d. for baking a stone of bread. She put strokes until the pence got to twelve when these were rubbed out and a thicker stroke made to indicate a shilling. Up a passage behind Hill Fall, there used to be handloom weaving sheds, where the children used to watch the weaving of coloured shirtings, etc. Amongst the weavers was a tall deaf and dumb man.

There are great alterations in Market Street. Some old firms are there still, but there are new occupants where we went to "Old" Billy Briggs for black treacle and all lads of that period bought their "scruddy" marbles. He also sold snuff and sand for floors. Just below was Lawson's Eating House, where the sign bore the legend:—

"A Public House, without the drink;
Where men may sit, read, talk and think,
Then safely home return."

There was no New Market Street then, or Brogden Street, and the Post Office at the corner of Benson Street was kept by Mr. William Hartley, son of Mr. Philip Hartley who kept the Rope Walk and Twine Walk in the Ellers, and the Low Mill.

Along Chapel Street to the Back Ellers or Neville Street there stretched a large nicely wooded park, named Lightburn Park, or after the subsequent owners of the estate, Brogden's Park. The Royal Lancashire Agricultural Show was held in this park in 1868. There were no signs of houses then. The cattle in the park were tended by old Mr. and Mrs. Thornborrow, who lived in Mashiter's house at the end of Chapel Street. Opposite the house were the big Park Gates. Now, what a change ! Streets of houses everywhere. There are Oxford Street, Lightburne Road, Cox Street, Argyle Street, etc.

When the Ulverston Parish Church was re-opened after restoration in 1866, there was much dissatisfaction owing to the new seating arrangements, some who had been regular attenders having to go "further back." At that time a well-known and respected rag-carpet weaver attended St. Mary's and was highly delighted with the improvements, beautiful cushions and leisurely places for resting the feet, etc. He went into one of these nice seats, near the position where he had been wont to sit previously. A most gentlemanly and well-known chemist shortly afterwards entered with his wife, and after speaking most kindly to and welcoming the weaver, sat down in the same pew. However, one of the officials soon spied the weaver, and called to him "here, come out, your place is further back." The worthy chemist, however, kindly interfered and placed the weaver between himself and his wife, saying he hoped he would sit there whenever he cared to come to church. Sad to relate, this was the weaver's last visit and his was not a solitary case.

As well as following the calling of a weaver our friend also dealt in such things as oilcloth and "stood" the market at Barrow on a Saturday night. On one occasion he arrived home very late, and on the Sunday morning dropped in to service at Soutergate Chapel as it was handy. But do what he would he could not keep from dozing. After a time he rose up in the seat and in a loud voice exclaimed "Yes, Missus, you can have it at ninepence a yard." Immediately afterwards, realising his position, he made for the door and never dared to enter the chapel again.

In 1825, Theodore Cuthbert Clarke kept the inn in Brook Street styled the Coach and Horses. His son Natty was very eccentric, clever in some respects, very harmless, his peculiarities exciting the mirth of the children and causing the elders to smile. He was known in Liverpool and district as "The Flying Man," on account of the marvellous speed he had when walking. His family on the maternal side could trace its descent from the Kings of Sicily. His antics consisted chiefly of walking at a very rapid rate with his arms moving from the elbow and shoulder across the chest in the style of a professional walker and frequently, after going twenty or thirty yards, he would about turn and make grimaces. Everybody seemed to know Natty. It was always said he could spell any word backwards as correctly as forwards and he was an expert in this way.

There was no better known character in Ulverston in the old days than George Kirkby. He had a turning lathe and made pump-boxes. Geordie was about as droll a customer as one could come across. He turned the plummits with which the late John Bolton plumbed the depths of Urswick Tarn in 1858, when it was frozen over. Geordie was accustomed to and practised only in language after Fielding's style, only much more so. He could not speak three words without swearing. He

always greeted his friends with language of this kind, and the more he admired them, the longer and stronger was the string of profane adjectives used. Many humourous tales of him are related in *Mackereth's Year Books*.

Chapter VIII.

ROADS AND RAILWAYS.

From remote times up to the construction of the railway from Ulverston to Carnforth in 1857, the best way from Lancaster into Furness was across the sands, necessitating the crossing of the estuaries of the Winster, Keer, Kent and Leven, and beyond them the waters of the Duddon. This was by the oversands route which commenced at Hest Bank, continued along the level waste, crossed the Keer and Kent to Kent's Bank, over Allithwaite Brow to Flookburgh and from Sandgate on to the sands again for the crossing to Ulverston of the Leven Estuary, in the centre of which and on the route was Chapel Island.

It is probable that the Romans passed along this same road and hired guides for the purpose. The provision for safe guides was made by the Priors of Cartmel and Conishead and when Furness Abbey was surrendered in 1573, the alienated estates still continued liable to the charge for the maintenance of this ancient office. One writer says:—" In the days when business was brisk the work of an oversands guide in winter must have been very arduous. Mounted on his horse he must follow the retiring waters and trace the safety of his line of birch twigs to the channel. Then while the water still raced backwards he had to find a point where the great lumbering coaches drawn by four or six horses could descend safely into the waters. For this purpose the

guide avoided places where the waters ran swiftly, for the banks there would be undermined; the ideal ford was where the down flowing stream fanned out over a shallow of sound sand. The greatest danger almost is from quicksand—those treacherous flats where a thin covering of damp sand hides over a viscid mass into which the traveller sinks. There are on record instances where carts and chaises and coaches have been engulfed. A man or a cow or a horse disappears almost in a minute. The guide must have a good eye for these quicksands else his tenure of office will be short, and in winter the terror of mist has often to be added."

The subject of the Guide-over-Sands is very ably dealt with in vol. iii, of the *North Lonsdale Magazine and Furness Miscellany*, edited by the late Rev. L. R. Ayre, M.A., R.D., where the topic is handled by the late Mr. John Fell, D.C.L., etc., of Flan How, and the work could not have fallen into more capable or reliable hands.

The following is an old advertisement, dated September 11th, 1781:—"A Diligence or chaise, which will carry three persons conveniently, will set out from Mr. Stanley Turner's, "The Sun Inn," in Lancaster, every Monday, Wednesday and Friday, as the tide will permit, to Ulverston, over the sands, which is the nearest and direct road to Whitehaven. And the same Diligence will return to Lancaster from Henry Addison's "The King's Arms," in Ulverston, every Tuesday, Thursday and Saturday. Each passenger to pay five shillings on taking a place for Ulverston or Lancaster. The proprietors assure the public that they have procured a sober and careful driver, who is well acquainted with the sands, and humbly hope that their plan will meet with due encouragement, as this is the most cheap, safe, and expeditious method of crossing the sands to Ulverston."

An advertisement of 1836, reads:—"Regular Con-

veyance over Sands between Ulverston and Lancaster. Thomas Hodgson, of the King's Arms, Ulverston, begs respectfully to inform the public in general that he has taken over the Concern of Mr. John Ashburner, of regularly running a commodious covered Car over Sands, to Old Sir Simon's Inn, Lancaster. The Car will leave Ulverston every Monday, Wednesday and Friday; and Lancaster every Tuesday, Thursday and Saturday. The time of starting regulated by the Tide. October 1st, 1836."

An announcement dated Thursday, October 26th, 1848, runs:—" The best route to Ulverston by the Kendal and Windermere Railway, and the 'Last Minstrel,' a new coach to and from Windermere, Newby Bridge and Ulverston. The public are respectfully informed that on and after the 23rd October, 1848, the 'Last Minstrel' will leave the Railway Station, Windermere, after the arrival of the Mail Train daily at 8-16 a.m., Newby Bridge at 9-30, arriving at 10-45 a.m., and will return from the Queen's Arms at 1-45 p.m., Newby Bridge 3 p.m., and arrive at the Railway Station, Windermere, in time for the 4-40 p.m. Mail Trains to Kendal and the South."

Fares from the Queen's Arms Inn, Ulverston—

To	Outside. s. d.	Inside. s. d.
Newby Bridge	2 0	3 0
Bowness	4 0	6 0
Windermere Railway	4 0	6 0
Lancaster, outside of coach, and Second Class	5 6	
Lancaster, inside of coach, and First Class		8 0

" Parcels, 6d. each, for the whole distance of the coach, or for any shorter distance."

Rival coaches, the " New Times " Light Post coach, and " Royal Mail," ran from Ulverston to Milnthorpe

in connection with the trains on the Lancaster and Carlisle Railway, via Newby Bridge, leaving Ulverston at 7-45 a.m., and returning from Milnthorpe station, the "New Times" at 2-15 p.m., the "Royal Mail" at 6-37 p.m.; the "New Times" arrived at Milnthorpe "in time for two down and two up trains, and the "Royal Mail" for the last up and down train."

Soulby's Monthly Ulverston Advertiser for November, 1847, gives under "Public Information":—"Ulverston and Milnthorpe Royal Mail Coach leaves Ulverston daily at 2-30 p.m., and arrives at Milnthorpe at 5-30 p.m., in time for the railway trains North and South. Leaves Milnthorpe in the evening after the arrival of the 7-5 p.m. train, which leaves London 10 a.m., Leeds 12 at noon, Manchester 4 p.m., Liverpool 3-50 p.m., Preston 5-30 p.m., Lancaster 6-30 p.m., and arrives at Ulverston about 10-30 p.m."

The Regulations of the Ulverston Post Office in 1847, were:—"Arrivals. The First Mail from London, via Milnthorpe, by Mail Coach, bringing besides the London correspondence, letters from nearly all parts of the Kingdom, at 11 p.m. Delivery next morning 8 a.m. The Second London Mail via Milnthorpe by Mail Cart with letters as above 10-55 a.m. Delivery about 40 minutes after arrival. Bardsea and Aldingham Messenger 11 a.m. Whitehaven, Ravenglass, Bootle, Broughton and Grizebeck Mail Cart at 7-15 p.m. Barrow Messenger at 8 p.m. Despatches. The London First Despatch by Mail Coach via Milnthorpe to nearly all parts of the Kingdom at 2-37 p.m. Box closes at 2-10 p.m. The Second London Despatch by Mail Cart with letters as above 10 p.m. Barrow Messenger 11-20 a.m. Aldingham and Bardsea Messenger 11-20 a.m. Whitehaven, Ravenglass, Grizebeck, Broughton and Bootle by Mail Cart at 11-30 p.m." It would appear that Ulverston was at that time an important postal centre. The Post Office was situated

ULVERSTON AND CARTMEL SANDS, FROM BELOW CONISHEAD PRIORY, 1833.
From Baines' *History of Lancashire*, 1836.

TO FACE P. 96.

in King Street opposite to William Turner's Tea, Coffee, Sugar, etc., business place.

In early days the stage-coach came from Ulverston, via Toppinraise, Gritty-Syke, Penny Bridge (probably calling at the "Royal Oak," which was then named "The Letters") over the bridge to the Inn (now Bridge End Farm), over Hill Top to Bouth, by Ealingharth and Abbot's Reading on to the present main road at Woodman's Cottage, through Backbarrow to Newby Bridge, Newton, Lindal and Milnthorpe.

At a later time the coach on its return over the bridge at Penny Bridge passed through Greenodd shortly before 11 p.m. Over the doorway to the present Mr. Redhead's saddler's shop in Greenodd, there is now a window through which the mail bag was passed to and from the coach. The outward opening casement of four panes was expressly fixed for this purpose to save the old lady who lived there the inconvenience of coming downstairs at the late hour at which the coach passed.

Toll for the Tolls,
The "Bars" that are no more!
All mov'd, both roof and walls
No gates, or lock or floor.

The last toll-bar of our neighbourhood, the one on the Haverthwaite Road at the corner leading to Bouth was demolished in 1928, to make a much needed road improvement. The toll-bar had been discontinued for over forty years, but people still alive remember the time when the toll was demanded. The last keeper was Mrs. Harris, but for some time previously it had been kept by Mr. Noah Penny, who later lived at Flass Cottage until he reached 78 years of age.

The toll-bar at the bottom of Penny Bridge was discontinued over sixty years ago. It was also tended by the above Mr. Noah Penny. The tolls at this Gate were as follows:—

"For every horse or other beast, drawing any coach, landau, chariot, chaise, curricle, hearse, calish, chair, pleasure cart, taxed cart, or any such like carriage the sum of 4½d. For every horse, or other beast, drawing any wagon, cart or other such like carriage, except as hereafter mentioned, the sum of 3d. For every horse, or other beast of burden, laden or unladen, and not drawing, the sum of 1½d. For every drove of oxen, cows, or neat cattle, the sum of one shilling and threepence per score, and so on in proportion for any less number, per score. For every drove of calves, hogs, sheep or lambs, the sum of tenpence per score, and so on in proportion. For every horse or other beast laden with peat or with turf or lime for manuring or improving the land, or drawing any carriage laden therewith, or unladen going to fetch peat, turf or lime for manuring the land, the sum of one penny. Toll to be paid at only one gate on the road between Kirkby Ireleth and Bowland Bridge."

Every improvement in roads dates from the Turnpike Days.

Prior to the construction of the Ulverston and Lancaster Railway, Furness was almost isolated from the rest of the country owing to the difficulty of access by road.

In 1836, Mr. Hyde Clarke made a survey and reported on the possibility of constructing a railway embankment across Morecambe Bay, and at the same time reclaiming from 20,000 to 40,000 acres of land. On this report, two great engineers, Mr. George Stephenson and Mr. John Hague, were called in, and they confirmed the practicability of these proposals.

The *Civil Engineer and Architects' Journal*, Vol. 1, 1837-8, pp. 409-17, publishes a communication from Mr. John Hague to the Committee of the Caledonian, West Cumberland and Furness Railway, setting out his plan for the construction of a railway from Lancaster across

Morecambe Bay and through Cumberland, and suggesting that this should be part of the main line from London to Glasgow. The same journal, Vol. 3, 1840, pp. 241-5, gives a report of the House of Commons Committee on projected lines from London to Scotland, dealing principally with the three proposed routes between Lancaster and Carlisle. These routes were (1) by Penrith, (2) by Kendal, and (3) by the Cumberland Coast (Hague's scheme). The Committee reported in favour of the Penrith route.

In 1840, the Preston and Lancaster Railway, the Preston and Wyre Railway and the Maryport to Aspatria section of the Maryport and Carlisle Railway were completed. Shortly after the opening of the Preston and Wyre Railway, steamers in connection with the train service were arranged to proceed from Fleetwood to Bardsea, accomplishing the distance in 1-1½ hours across Morecambe Bay. The construction of this railway saw the beginning of the new town of Fleetwood. A news item of November, 1840, reads:—"The New Town of Fleetwood-on-Wyre. Three years ago there were only two houses in Fleetwood and the site of the town was a barren waste overrun with rabbits; now there are 103 houses inhabited to overflowing and 54 in course of erection. It is said that a considerable quantity of land is purchased for building upon, but there is a great difficulty in procuring a sufficient supply of brick, stone and lime, consequently building operations are considerably retarded. We may mention that a small but neat church, capable of accommodating about 400 persons is reared and that the two shore lighthouses, which will be lighted with gas, are in a forward state, one being about 60 ft. high, and the other about 12. A portion of the iron pier head is completed and the remainder in a forward state. There will be a shed erected on the pier for the purpose of keeping the goods, as they are landed,

dry, and a line of railway will be laid along the pier, with suitable cranes for the landing of heavy goods; and it is probable that these works will in the course of a month or six weeks, be so far complete as to enable the Company to commence the carrying trade on a great scale, when a considerable increase of trade to the port may reasonably be expected."

In 1843, the Carlisle to Wigton section of the Maryport and Carlisle Railway was completed. Sanction was given in 1844, for the construction of the Furness Railway and the Whitehaven Junction Railway which was an extension of the Maryport and Carlisle Railway from Maryport to Whitehaven. The Furness Railway was a local line unconnected with the main railway system, projected chiefly for connecting the mines of Furness with the port of Piel. The line was opened in 1846, and ran from Piel by Dalton to Kirkby Ireleth. There was a station at Lindal in 1851, and the line was extended to Ulverston in 1854. Ulverston visitors to the Great Exhibition of 1851, had to take train from Lindal to Piel, thence by boat to Morecambe (or Poulton as it was then), and from there by train by Lancaster, Leeds and Pontefract to London for the Crystal Palace.

In 1845, evidence was given before the Railway Committee by Mr. George Stephenson, C.E., and Commander H. M. Denham, F.R.S., on the proposed Whitehaven and Furness Junction Railway, which was to run from Whitehaven by St. Bees and Ravenglass and across the Duddon Sands to Furness to carry the ironstone. It was stated that it was no part of the plan to cross Morecambe Bay, but that it might be the following year. The Whitehaven and Maryport Railway was opened in March, 1847.

An Act was obtained in 1851, for the construction of the Ulverston and Lancaster Railway to connect the Furness and West Coast Railways with the Lancaster

and Carlisle Railway, completed some years before. The Chairman of the Company carrying out the construction was Mr. J. Brogden, who resided at Lightburne House, Ulverston. The line was laid out by Messrs. McClean and Stileman and the engineer who carried out the work was Mr. James Brunlees, afterwards Sir James Brunlees. The position of the embankments was very different from that originally proposed by Mr. Stephenson and Mr. Hague, in consequence of the line being carried more inland so that the structures across the Leven and Kent were the principal works exposed to the sea. Although the reclamation of the land was a secondary object in laying out the line, still the railway embankments so far fixed the fresh water channels that a considerable portion of land was reclaimed.

The works were partially commenced in May, 1853, but owing to the scarcity of workmen and the want of accommodation for them in the neighbourhood, it was only in September of that year that they were in full operation. A glance at the map shows that the line runs half on land and half over water. Mr. Brunlees, the engineer, had had considerable experience in the formation of embankments on uncertain foundations, but the conditions of the sea embankments required for the Ulverston and Lancaster Railway were of such an unusual character that it was only by a long course of tentative proceedings that he was able to work out the system he so successfully carried out. In addition to the embankments the project involved the erection of viaducts over the Leven and Kent, including the construction of the weirs and the fixing of the Leven channel to enable a drawbridge to be placed over it in the viaduct, as the Admiralty insisted on this provision. It was intended to use screw piles for the viaducts, but as the royalty demanded for a licence for these was so high, Mr. Brunlees set out to ascertain whether a cheaper

process could not be applied. The result was he devised a new system of disc piles.

The Leven Viaduct is about 1,550 feet in length, having 50 piers with a span of 30 feet between each pier and a drawbridge of 38 feet span. The rails are about 26 feet above low water. As a drawbridge of the usual form would in the strong gales expose too large a surface, it was necessary to have recourse to an arrangement of a more practicable character. This object was obtained by means of a telescopic or horizontal sliding drawbridge invented by Mr. Brunlees and covered by a patent (No. 1,421 of 1854).

Mr. Brunlees read papers before the Institution of Civil Engineers describing the works and how he overcame the difficulties encountered. The first is in Vol. 14 of the *Proceedings*, 1854-5, and is entitled:—"On the Construction of the Sea Embankments across the Estuaries Kent and Leven, in Morecambe Bay, for the Ulverston and Lancaster Railway." The second paper appears in Vol. 17 of the *Proceedings*, 1858, and is "Description of the Iron Viaducts erected across the Tidal Estuaries of the Rivers Leven and Kent in Morecambe Bay for the Ulverston and Lancaster Railway." The President in thanking the author for this second paper remarked that the work "was as novel in construction, and as bold in conception, as it was said to be successful in execution."

The *Engineer* of September 26th, 1856, describes a visit to inspect the works then in progress, and the same journal of September 25th, 1857, describes the banquet given by the chairman, Mr. Brogden, at Furness Abbey, in celebration of the opening of the railway on the 26th August. The directors report of the 29th August, stated that:—"The works now completed bear the mark of massiveness and solidity and were observed upon by the Government Inspector as of great merit. The

viaducts attracted his particular attention and received his complete approval after having been subjected to the most rigid tests."

The carrying through of the line was due to the indomitable perseverance and enterprise of the firm Messrs. Brogden and Sons. Mr. John Brogden was the Chairman of the Company. His sons were John, Alexander, James, George and Henry. James was a manager of iron works at Porth Cawl, Glamorgan. Alexander Brogden was M.P. for Wednesbury, elected first in 1868 and re-elected in 1880, and was associated with Henry Brogden and others in boring for coal at Rampside. Holme Island, a beautiful spot on the sands at Grange was his residence. The late Mrs. Harold Brocklebank of Grizedale Hall, was a daughter of Mr. John Brogden, jun. In her own district she was beloved and appreciated for her good works, but her generous benefactions extended beyond its bounds. Wherever you follow or trace the Brogdens, you find a family of good honest enterprise, and the value of their work to the Furness district is incalculable.

Whilst Mr. John Brogden resided at Lightburne House, the two front pews of St. Mary's Parish Church were regularly occupied by the family on Sundays. There were also two large pews at that time in the Wesleyan Chapel, one Ripley's and the other Brogden's. Mr. John Brogden was the founder of the Chapel and School.

Another great railway engineer well-known in Furness, was Mr. John Barraclough Fell. Born in London in 1815, he came to the district about twenty years later, residing for many years at Greenodd and Sparkbridge. In the forties he carried out his first railway contracts in connection with the Furness and Whitehaven Railway. In 1852, he went to Italy with the firm of Messrs. Brassey, Jackson, Fell and Jopling, on the construction of several of the early Italian railways. Crossing Mont Cenis frequently by road, caused him to consider the question

of mountain railways with the result that he invented what is known as the "Fell Centre-Rail System." This was adopted in the construction of the railway over the Mont Cenis Pass in the Alps, which was the first Alpine Railway. He also spent some years in the study of the Light Railway question, commencing with the mono-rail system, which after trials he rejected in favour of a gauge of 8 ins., as adopted in the Parkhouse Mineral Railway, and in the end he used a gauge of 3 ft. In 1873-4, he was engaged on trials for the War Office in the rapid construction of field railways. The three great events of his life he delighted to relate were (1) he placed the first steamer on the English Lakes, launched at Windermere in 1851, and christened by Mrs. Fell, (2) he constructed the first railway in the Papal States of Italy, and (3) he carried the first railway over the Alps.

Chapter IX.

OLD TIME CUSTOMS, SPORTS AND DIALECT.

The *Westmorland Gazette* of June 9th, 1827, over a hundred years ago, states:—"Whitsuntide is the season of the year when the members of clubs and different Friendly Societies hold their anniversaries. Ulverston has been noted for these clubs, having at one period three strong ones, the third having been established 28 years, and is still healthy. They had a large meeting on Monday last, when the club sermon, as it is provincially termed, was preached by the Rev. Wm. Ashburner."

Whit-Monday used to be one of the greatest festive

days of the year at Ulverston. The clubs paraded all the main thoroughfares under their respective banners, many bearing coloured flags, the bands playing gaily with the players in bright uniforms. Then in the afternoon, there was the parade of the Bands of Hope, Sunday Schools and Juvenile Societies, the parents looking on and smiling with pleasure. Afterwards, there were games in a field, races and sports and every kind of merriment until everyone was tired out and went home to bed to dream of similar jollity the next Whitsuntide.

The following is from *Soulby's Ulverston Advertiser* of May 22nd, 1850:—"The First of May.—The great rural festival of our forefathers, now become nearly obsolete, and spoken of only as things of the were, was celebrated with some 'eclat' in our little town yesterday in the way of decorative coaching display. We may now, on account of our isolated position, whereby we are so much behind our neighbours in railway communication, vie with, if not exceed any town in the Kingdom, in the number and respectability of the coaches running in and out of the place. First the 'New Times,' a handsome and almost new coach, driven by Mr. Richard Atkinson, left the town at 6-40 a.m. for the Milnthorpe Station, with an excellent team, gaily decorated; at 8 a.m. 'The British Queen,' oversands. Mr. W. Blaylock set out similarly arrayed with every appointment complete, and in first-rate style; and at 11 a.m. 'The Rapid,' oversands, arrived driven by that veteran whip, John Creary, with his 'bits of blood,' four splendid greys, and nearly new coach, on which in the adorning no pains had been spared; and at 3 p.m., Mr. Robert Atkinson left with 'The Royal Mail' for Milnthorpe, with a set-out that we fancy could never have been exceeded in the most prosperous days of coaching in any town in the Kingdom. His cattle always unexceptionable, were on this occasion most select, picked animals from his exten-

sive shed, ornamented with splendid rosettes made by Mrs. Milner of this town. The coach freshly painted, and the harness entirely new, presented a ' tout ensemble ' in these days, rarely to be seen. At half-past ten and half-past twelve, omnibuses, for the first time this season, left ' The Sun Hotel ' for Dalton Railway Station, decked with the gayest colours, but the palm, however, in our opinion, ought to be conceded to the driver of the Mail gig, who arrived at 10 a.m. completely bedizened, both man and horse with the silken insignia of the day."

An old inhabitant who well remembers Greenodd in the time of its seaport activities recently remarked that Penny Bridge was a " rum " place in its sailor days, and Greenodd was a " gay 'un " too for the public houses which were very plentiful, opened at six o'clock in the morning, and closed at five minutes before six next morning. Bouth was locally said to be " the biggest place in England," as it took three days to get through it. It swarmed with sailors, seafaring men and quay workers. What strange sports they enjoyed in those " good old times." This informant added that he once saw at Penny Bridge a pig, whose tail was shaved and greased, set at liberty in a field adjoining a public house. A prize or wager was offered for the first who caught and held the pig by the tail. Plenty of the paper mill workers, sailors and iron-workers eagerly took part in the contest which was heartily enjoyed by all the onlookers. At the same time a game cock was released, the competitors had their hands tied behind their backs, and the winner was the one who caught the gamester with his teeth.

A chronicler of the year 1854, was unable to ascertain which day in the year was " Hay Seed Saturday," and no one in the neighbourhood was able to throw light on this subject, although some of the winners of events such as Bob Towers and Cur Douglas were well-known to people still living at the present time. Most of the

villages in the North of England have annual sports or merrymakings, kept up on a fixed day, for the purpose of celebrating some remarkable event. In the list of those which had yearly a memorable day of this description stands Penny Bridge. Few places can vie with this village in its picturesque situation, and few surpass the spirit evinced in upholding the amusements of "Hay Seed Saturday." It could not be Penny Bridge Fair, as this was always held on Whit-Tuesday. How ancient the festival is our antiquarian lore has failed to discover. That it originated a long time ago we are aware, and probably was instituted to commemorate the finishing of hay-time, and to wash down the remaining seeds of it in devotional libation of Sir John Barleycorn.

In 1850, "Hay Seed Saturday" was celebrated by the youths of the village and neighbourhood contending in various athletic games. In the evening they adjourned to the Assembly Room of Mr. Harper (Britannia Inn), and finished off with a dance. The elderly and more sedate male villagers in the meantime enjoyed themselves by puffing forth volumes of "Virginny," and imbibing sundry potations of "mine host's" best home-brewed.

We now proceed to chronicle the victorious aspirants to athletic fame. For the boy's foot race, W. Christopherson, Smithy Green, came in first and won the hat. A foot race by men was awarded to Mounsey Atkinson, Low Quay, and he was given an excellent new hat. In the pole high leap for 10s., R. Towers (Bob), Greenodd, cleared higher than all his competitors, W. Malby of Ulverston being second. Both these youths distinguished themselves in the pole high leap at The Flan. The all-attractive pastime wrestling, for £2, then followed. A numerous entry was effected and many a severe contest ensued. H. Walker of Greenodd, ultimately proved champion by disposing of, in the final fall, W. Bevins of Nibthwaite. Various other amusements took place,

the most taking of which appeared to be bobbing at treacle buns by a string of boys with their hands tied behind their backs. This contest caused vociferous laughter and was won by T. Curwen Douglas. He went to work with the ferocity of a young shark and soon distanced all competitors.

The Ulverston Cricket Club held its jubilee in 1899, when an interesting match took place at Ulverston between the club and a number of Old Townbankers who, in former years, were amongst our crack cricketers. The match is described by "Geordie," as follows:—

"Last Frida' I wente, ta see't match atween't Oostan Club an' Alde Townbankers. Firste, thay hed ther pottegrafs tacken by Mister Sharpe; but they luck't, maist on 'em, as if they had bin fed for't September Hagreculteral Show—far oor mich beefe on 'em for kricket."

"T'Club wente in firste, Jimmie Seatel (captain) an' W. G. Ashburner boolin'. Konsiderin't beefe, t'Alde Bankers duddent du badly ato'. Jimmy get winded seean on, an' Irvin' Robison hed a try, but efter a cuppel ov hovers his kneecap slipt and T. Ashburner hed a luck in. Jossey Woodburn mist a hot 'un fra' Freddy Poo', but a bit hefter he sente him anudder; it nockt Jossey downe, but he stuck til it; it wost katch on't day. Behint t'wicket Jim Speddin' med a grande katch. Then Jossie med another katch. Next, Jim Speddin' beggan boolin', an' gosh on, he did shift them sticks, an' thay wor o' hout for 53. Then t'captain and W. G. went in, Marryet an' t'pro boolin'. Jimmie oppent t'pro's eyes be sendin' him ta't boundary t'first bo'; he tride it on agane, but it wente throo his sticks."

"Thaare was sum clappin' when he wente back ta't pavileon. If't capten hed oppened pro's eyes, t'next Jimmie (Speddin') maade them warse, for he gat a two and three fours reet of't reel—14 in yan hover, but he

gat his next hover, an' thare was maare happlause as Jim wente back. W. G. was battin' steddily, an' luckt like wipint scoore hoff hissel. Irvine's knee boddert him sowinly, an' he sente yan to Alf. Sadler, who nivver misses a hinvitashun ov that sooart. Hefter sending yan ta't boundary, Walter gev W. G. hout leg afoor. I think he med a mistack. Dick Robison's firste bo' wente back inta Marryet's saafe hands."

"Doctor Patteson was cleverly tacken at pointe be Jacksen, an' Jim Robison, wha represented foure generations ov Townbankers, fra a heead-maister girt grandfadder downwerds sente his firste bo' to thet smartests ov lile feelders, Charlie Rodgers, an' he hed to rightabout faace. Juste as Teddy Woker was puttin't florrish on his bat ta send t'bo ta't bounderry, Marryet slipped it underneath an' it nockt his stumps downe; it was hardley faire, cos Jossy nivver gat a bo' ato'.

Yowers, hetsetera,

GEORDIE."

The humorous letters of Geordie of T'Ellers appeared in the *Ulverston Advertiser* possibly from about 1857 up to a short time previous to the Great War. It has frequently been asked:—"Who was Geordie of the *Advertiser*?" The answer is that there were three "Geordies," Messrs. John Kitchen, James Postlethwaite and J. Roper Robinson. The third of the trio was born on 18th October, 1836, and passed away suddenly in his 72nd year, after devoting fifty years to newspaper work. He was the youngest of a family of eight, his father being Captain William Robinson, mariner, of the Gill, Ulverston, who for several years was the first harbour master of the then rising port of Barrow-in-Furness.

Roper Robinson was a man whose talents have barely been recognised by his townsmen much less by the general public. It is hardly known that he was the author of that humorous work *Breks an' Hakes*, 1901, written

in the North Lancashire dialect under the pseudonym of "Roger Piketak" and we cannot do justice to his memory better, and at the same time give the reader a taste of the rich vernacular, than by quoting one of his best stories, with the assurance that the incidents actually occurred, to conclude this volume.

A BREK I' SEEATHET.

Its a lock o' year sen, varra near fifty, when fower young chaps frae Oostan set off in a car ta meeak a jorna ta Oofa an' Seeathet. They wor gaain' to hev a day owt an' they'd plann'd it o' a lang while afoor an' meead o' riddy.

It's a dree rooad is yon, but they buckl'd it weel an' i' coorse o' time gat to t' far end.

They nobbut stopp'd a bit at Brôton an' Oofa to wet ther whissels, for they hed a mosst sayrious bisness on hand, but they nivver bidet ther time till they hed gitten ta t' ahd public house at t' deeal heead. Fower grand fellas wor tha, nin o' yer larkers nor offcum soart, but even down Oostan foke as they tellt t' landlord. Efter giein' orders about t' horse an' that, they ex'd for a reet good dinner o' mutton, ham an eggs, an' sed ta ahd Johan, he mud send round an' gie ivverbody a shout, o' t' men foke in t' deeal, ta kom tul a meetin' ta be held in t' big rowm as seean as they hed finnisht ittin.

"Aw reet gentlemen" sed t' landlord, "it sall be dun." They meadd a reet good dinner for ther's nowt like gaain o'er t' fells for meeakin' yan hungry an' efter a smook o' bacca they o' went into t' rowm to wait for t' kumpny. Owt o' a sma' kist they'd browt in t' boddom o' t' car, they layt owt yan o' tew things an' liggt 'em up o't teeable. An ahd sojer's cooat, a gert brown frizzly wig o' yar, a cock'd hat and fedther, a swerd, ink pot, lang quill pens, gert sheets o' peeaper an' sic like. Yan o' them sat down in t' arm cheer at t' heead o' teeable,

clapp'd t' wig on an' t' cock'd hat a top o' that, anudder steead behint 'em hoddin' t' swerd o'er his shoalther, t' thord sat down wi' pens, ink an' peeaper afoor 'em, while t' fourth went to' t' dure an' shout't t' landlord ta bring t' kumpany in. He oppen'd t' dure an' ex'd 'em ta sit down, an' they o' dud, leeakin' fairly gloppen'd ye may be sewer.

Then t' fella in t' cock'd hat gat up an' meead a speech, summat like thissen.

" Frends an' nebbors. I'se reet glad at see yer. We've kom on varra partickler bisniss. It is ta oppen a guvvernment kommishun o' inquiry intul t' possibility o' meeakin' a raylrooad throo Seeathet. Ye knah varra weel as ther's a lyle matter o' yan atween Doton an' Barra ta tak t' mind down ta t' flats as lig on t' shilla, but thatten's neea ewse ta sic like foke as ye. What's mosst terbly want't is a rooad up here ta fetch sleeats an' toppins an' beeasts an' guds an' tayties an' ivverything else ta Whytebben, Broton an' Ooston markats an' bring oop heer inta t' deeals o' maks o' stuff as ye want. It'll seeav neea end o' wark an' lang jornas wi' yer nags an' galloways an' coups an' o' thatten an' what's mair ye'll net be fors'd ta bide at yam, ye'll hev mair time an' brass ta spend i' gallevantin' abowt an' seein' t' warld beyant t' fells, if ye hev sooa a mynd. Besides, i' steead o' yan er tew offcum foke lakin' abowt, they'll kom i' hunderts an' fling ther brass away like watter. Ye'll hardly knah yersels in a varra lyle time. Agen, wharivver t' raylrooad gangs, they gie a gert price for t' land an' that'll meeak o' steeatsmen varra yeeable an' fill ther pockats.

These er nobbut triflin' matters that I'se tellin' on, for sic a consarn as a raylrooad meeaks a evven down rummelment an' sides up ivverything an' ivverywhars. It meeaks lyle odds ta me but ah hev this 'eer job at mannish an' what ah tak i' hand hez ta be dun i' sum

fashun. Ye can toke it o'er amang yan anuther efter o's o'er an' judge for yersels, yit ah hev at infarm yer thet if ennybody hes owt to say for't or agayn it, now's t' time an' pleeas ta speeak up. I'se riddy an' willin' ta tak evvidense frae o' as is heer ta gie et, es t' guvvernment wants at knah o' t' ins an' owts on it."

He leeakt at a list o' neeams afoor 'em an' sed to t' swerd bearer, "Co Jams Poslet."

"Jams Poslet" shout't fella behint t' cheer.

"I'se heer" sed Jams, "what dew yer want wi' ma?" "Why," sez t' cheerman, "nowt but what's reet. It's nin a coort is thissen an' neea sweerin' ner nowt o' that mak's need't, but wi' yer leeav ah wad fain ex yer yan er tew things."

Jams kom forrarts, a girt weltin' fella, aboon six foot an sebenty year ahld an' yaps owt, "ex away, ah'll tell ye o' ah knah, ah'll awarnd ye."

"Well, what's yer opinion o' this raylrooad?" "Ah reckon nowt on it an' care nowt about it. We want nowt wi' neea lakers ner offcums ner nowt else i' this deeal, we've leev'd heer o' wer lives an' we'll dee in't an' we set nowt be ony new fanglement o' t' sooart. Howivver, ah'll nother mel nor mak."

T' cheerman sah he war gaain ta be fairly scomfisht, sooa he sed he wad ex neea mair on 'em owt. He war quite satisfyt an' willin' ta dew t' best for 'em he cud an' he thowt mebbe when t' guvvernment kneaw what a lumpy country it wor an' seea knoppy an' o' screes an' scrogs an' sic like an' terble ahkert an' creeakt for mezzerin' an' o' thatten, they wod mappen fayver gangin' frae Browton ta Kunnistun isteead. He mud git away as he hed a parlish way et gang sooa he beggt they wod 'o tak a sup o' summat wi' him. Sooa he co'd for drinks o' round.

Efter thissen they sid't up ther things an' meeadd off as seean as they cud git t' horse yok'd an' reet glad wor

tha to be rattlin' on t' rooad to Broton, but tha nivver let on theer nor neeawhars else what mak o' play-actin' they'd bin up tul.

"By gock," sez him ez hed bin t' cheerman. "Thor deeal foke ez nin sic gommerels as I teeak 'em ta be an' ah woz eben down pleeas'd ta git owt o' t' screeap as weel as wa dud. Ah thowt ah sud hae full say ower 'em but ah wor mistakken."

"Howivver, we hev'nt o' tagither mismanisht t' job. Ah'll warnt 'em we've geen 'em summat at meeak a clatter on for a lang while, ay, they'll chitter an' chang an' clack, but bless ma, ah varra neear meead a clotheead o' mesel."

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